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shipping

Place:

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Date:

1883

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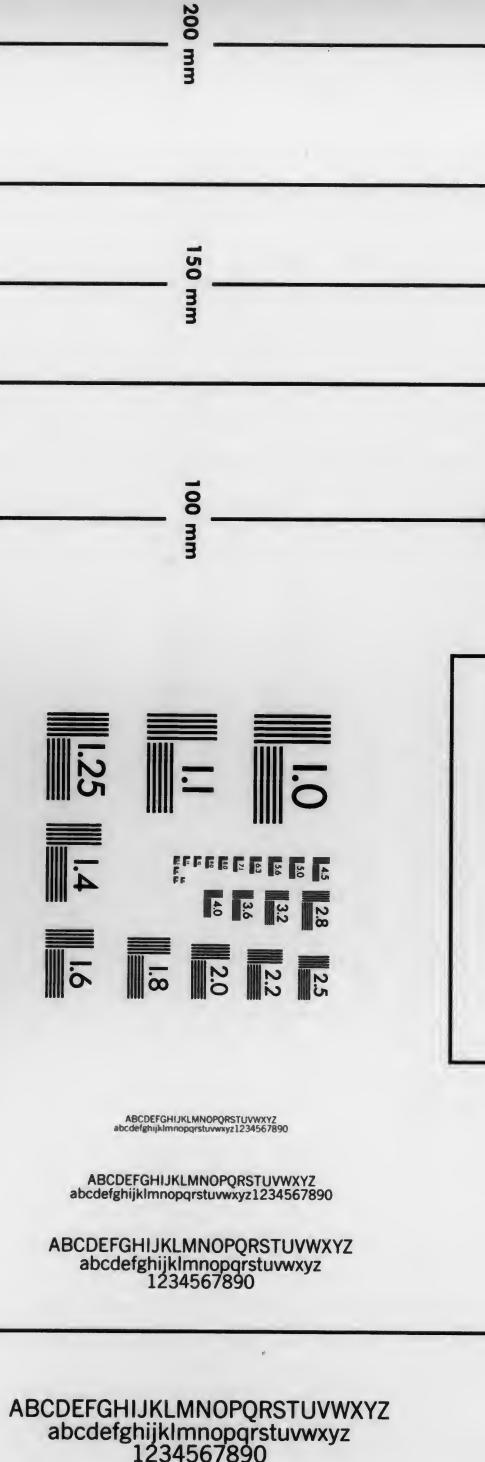
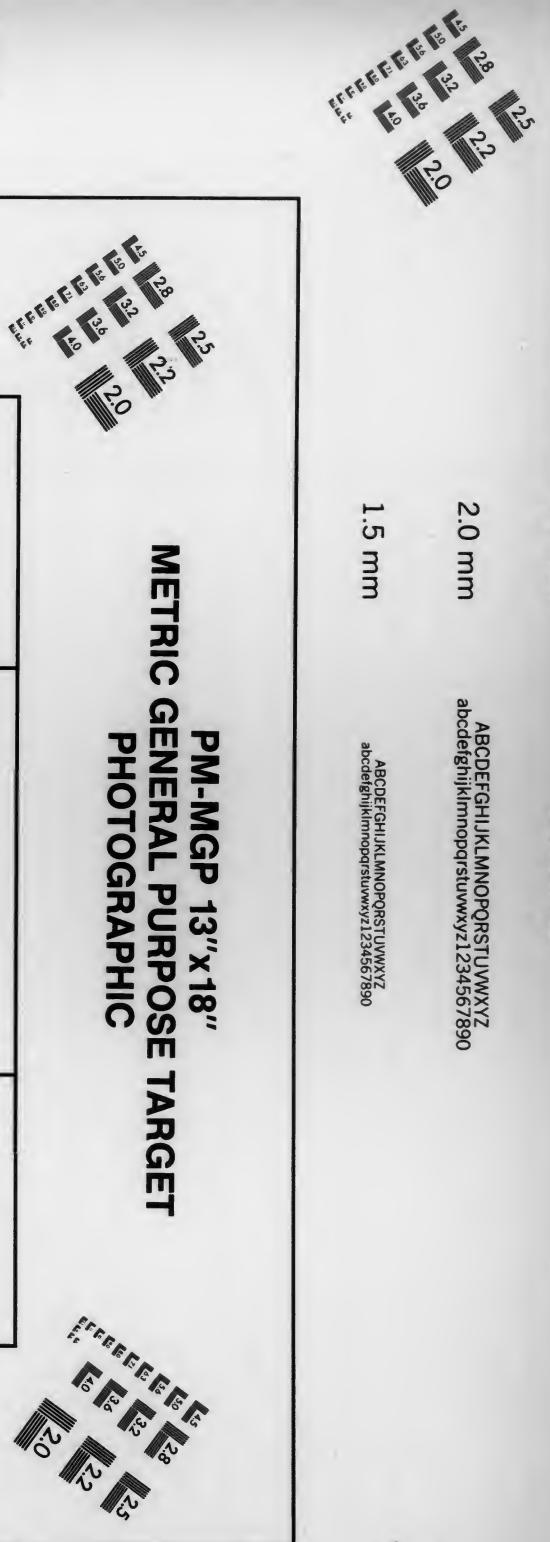
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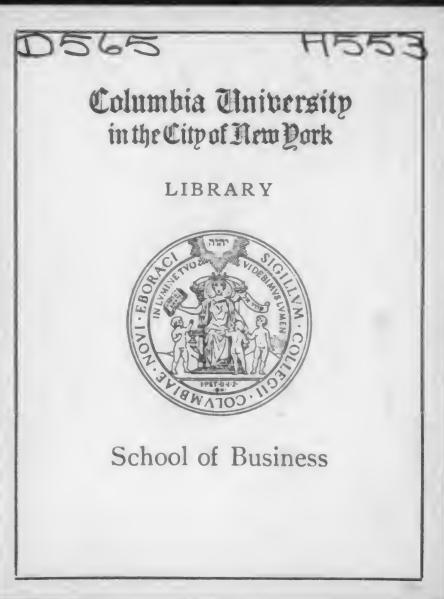
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*From Mr W. S. Aldo
with the Author's complements*

HISTORY

OF

AMERICAN SHIPPING,

LITERATURE

ITS PRESTIGE, DECLINE, AND PROSPECT.

BY

CHAS. S. HILL,

AUTHOR OF "OUR MERCHANT MARINE," "AMERICAN OR FOREIGN SHIPS; WHICH?"
"AMERICAN STATISTICAL REVIEW," ETC.

NEW YORK.

TRADE SUPPLIED BY

THE AMERICAN NEWS COMPANY.

FEBRUARY, 1883.

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TO

THE HON. JOHN T. MORGAN, U. S. S.,

THE ADVOCATE OF

AGRICULTURE, MANUFACTURE, COMMERCE,

AND OF THE

DISSEMINATION OF PRACTICAL

KNOWLEDGE;

ASSOCIATED BY TIES OF SANGUINARY STRUGGLES

AND

FALLEN FRIENDS

ON

MANY CONFEDERATE BATTLE FIELDS,

AND NOW

RECOGNIZING WITH APPRECIATION HIS ASSISTANCE

RECENTLY AND OFFICIALLY,

IN

PROMULGATING INDUSTRIAL ECONOMICS;

ALTHOUGH NOT EXPECTING NOR ASKING

HIS FULL

ENDORSEMENT OF THE REFLECTIONS

MADE HEREIN UPON THE NEGLECT

OF

CONGRESS,

IN

ACTION AND NON-ACTION IN BEHALF

OF

AMERICAN SHIPPING,

YET KNOWING THE

ZEAL, PRIDE, HOPE, AND AIM,

THAT NOW ANIMATES EVERY SOUTHERN COMRADE

IN THE DETERMINATION TO UNFURL ONCE MORE

UPON THE SEAS

THE AMERICAN FLAG,

THIS VOLUME IS RESPECTFULLY INSCRIBED.

UNITED STATES SENATE,

WASHINGTON, D. C., *February 9, 1883.*

MY DEAR SIR: I cannot feel that I am deserving of the high compliment bestowed on me in the inscription of your book on American Shipping, but I greatly prize your good opinion as expressed.

The allusion to our participation in the Confederate struggle touches a chord that will vibrate in my heart as long as life shall last, and will overwhelm all discordant sounds that might otherwise disturb the harmony of our songs of sorrow and of joy.

I fear that we shall not fully agree as to the best method of restoring to the seas our banished commerce; but as we are working heartily to secure the same great end our differences as to the proper policy to be observed in securing it will not separate us in our labors.

I, therefore, gratefully accept the honor you have done me, and with the best wishes for your success in this and all the other great labors you are bestowing on industrial topics.

I am, faithfully, your friend,

JNO. T. MORGAN.

(7)

THE
STATESMAN DEFENDER
OF
AMERICAN SHIPPING.



JAMES GILLESPIE BLAINE.

"STEAM MAIL LINES: Keys with which wise Statesmen open
Foreign Ports to Maritime Commerce."

(Banquet Toast of the New York Chamber of Commerce to Hon. JAMES G. BLAINE, May 13, 1879.)

(9)

THE
AVANT COURIER
OF
AMERICAN INDEPENDENCE.



THE MAYFLOWER,
180 TONS,

Arrived Plymouth Rock with the Pilgrims,
December 22, 1620.

See pages 16, 18.

(10)

INTRODUCTORY.

On the 7th of August last a Joint Select Committee was appointed under the following resolution of Congress:

"That a joint select committee of three Senators and six Representatives be appointed to inquire into the condition and wants of American ship-building and ship-owning interests, and to investigate the causes of the decline of the American foreign carrying trade, and to suggest any remedies which may be applied by legislation. *Said committee shall have authority to sit during the recess, and shall submit their report at the opening of the second session of the 47th Congress,*" &c.

APPROVED August 8, 1882.

The above had hardly been telegraphed (on August 9th) to all parts of the country, and to every patriotic heart, together with the announcement of the appointment of statesmen to that Committee whose names were hailed with delight and satisfaction, before the New York evening papers, only two days after, (August 11th,) announced, not the organization of that Committee, but the happening of "one or two" members in New York, and, instead of sitting and studying into such conditions "during the recess" of Congress, a postponement until *two weeks* before its reassembling—with some dialogue queries appended—was announced. In a *six-days'* session this great politico-economic Industry was considered, investigated, studied, comprehended, and at once prepared and reported to Congress.

It was to be supposed, and indeed trusted, that the trouble was mastered, and that the evils existing would be destroyed.

The writer of this historical argument prepared the same very hurriedly after seeing some repetitions of stereotyped gross misrepresentations, made in evidence presented, to offer in rebuttal; but the book of evidence, good or bad, perfect or imperfect, was completed and sealed.

The idea of requiring or allowing more than the same number of days for studying the decline of American Shipping than it did for creating "the heavens, the earth, the waters, and all that therein is," was preposterous. Hence it is submitted to the public as another commentary upon the character of Congressional investigation into the condition of Our Merchant Marine.

(11)

The hurried work of the Committee has unfortunately been in vain ; the names of some of its members will live forever in the hearts of the American people for their patriotic efforts, while the names of others—whether justly or not—will be associated hereafter with the foreign interests they protected, and for which apparent sympathy therewith their own words and actions are alone responsible.

During the three months' Session of Congress the "Prestige" of American Shipping was reviewed in terms of glowing eloquence by a few faithful patriots;

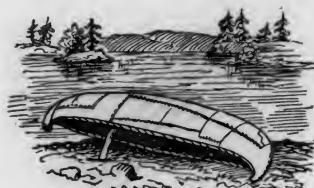
its "Decline" was harped upon in harmonic accord of unanimous chorus;

its "Prospect" was moderately promised by the provisions presented for enactment to the United States Senate, at midnight Saturday, March 3, last; but alas ! that "Prospect" was effaced by those from whom the American people expected a better record, in frittering away time in vainless efforts to vote "*a salary to a defeated Congressional contestant,*" while the chimes of the Holy Service of Sunday morning (March 4) were tolling, as it were, the sad requiem of this "national" default on the part of our dying Legislature.

This argument is therefore given to the people that the true conditions of American Shipping may be more generally understood, and that the truth, sown broadcast, may bring forth in the next Congress wisdom and action in reviving the "Prestige" of the carrying trade of our country.

C. S. H.

THE ARCHETYPE OF AMERICAN SHIPPING.



BIRCH BARK CANOE.

And to which condition "Free Ship" agents would have us return!

PART FIRST.

CONDITION OF OUR SHIPPING

IN THE

FOREIGN CARRYING TRADE.

DIVISION OF ARGUMENT.

BURDEN—that weighs down American Shipping.

BOUNTY—that fosters our competitors and enables them to drive off American Ships.

BOOTY—that is divided, in ridicule of American enterprise, by those who advocate the patronage of foreign ships.

(18)

BRIEF.

CAUSE OF ARGUMENT.

Appointment of Joint Select Committee of Congress to examine into and revive American Shipping.

SYNOPSIS OF—

Committee's Questions promulgated—"Why cannot we build iron, steel, and wooden vessels like England?"—and if not, why not give up to foreign Industry? (See subsequent pages.)

PROOF.

1. Americans revolutionized the world in sailing vessels.
2. Americans revolutionized the world in application of steam to navigation on rivers.
3. Americans revolutionized the world in *coasting* steam navigation.
4. Americans revolutionized the world in *transit* of the *ocean* steam navigation.
5. Americans revolutionized the world in Naval ships.
6. Americans revolutionized the world in yacht shipping.
7. Americans now build the finest, safest, and most complete *iron* steamships in the world.

RESULT.

American shipbuilding gives employment to *every* trade.
Americans will not submit much longer to misrepresentation of Agents of Foreign Shipping.

(14)

ARGUMENT.

AMERICAN SHIPPING.

WASHINGTON, November 21, 1882.

*Mr. President and Gentlemen of the
Joint Select Committee on American Shipping:*

There is nothing that proves more truthfully the old proverb that "History repeats itself," than the existence of your Committee.

From the inception of our Government to the present time, innumerable acts of Congress have created committees to investigate the condition of American Shipping, and to devise means of protecting and benefiting this greatest of Industries.

Then why has this periodical repetition of investigation for a long century been necessary?

It may be assumed, unquestionably, that your able body will concede—

1st. That a Nation's shipping is an indispensable influence in national and international relations.

2d. That American shipping has generally involved loss of capital.¹

3d. That the American Government cannot coerce our capitalists into financial loss—except through their enthusiasm for national honor and industry—hence our national dilemma.

It is not proposed in this argument to extend sympathy, nor to withhold blame for our humiliating condition; but, ignoring theorists and biased views, to show from official records where the fault rests. There are, in fact, only three divisions of this subject, viz :

BURDEN! BOUNTY!! and BOOTY!!!

which will be herewith thoroughly examined and presented in order; but it is first necessary to preface such examination with an insight into past history to properly connect causes and results.

The prophetic words of Lord Sheffield, in his "Observations on American Commerce," that "the only use and advantage of American Colonies, or West India Islands, is the monopoly of

¹ Without national aid. The shipping conditions of other countries are fully given in following pages, see heading Foreign Policies for valuable information.

their consumption and the carriage of their products," express most truthfully our peculiar condition to-day; and remind us that this precept has been the natural incentive to a perpetual struggle, through warfare and peace, between our mother-country and our own for supremacy in Industry, and for control in carrying our own produce.

To judge of the future we must consider the past, and, if "history—so persistently—repeats itself," we must be guarded in applying our experience of the past to our developed condition of to-day.

Ship-building was the first Industry of our country—the object of envy and condemnation of the British nation. Perhaps the Mayflower, being a small "free ship" of only 180 tons, brought us bad luck in 1620, or it may be that its coming, so powerfully patronized, has influenced and confused our statesmen as to the identity of our own offspring of industry with the orphan "free" (or foreign) ship, for our own has been treated during the last quarter of a century or more, like a discarded child, while the most fondling and unnatural interest has been given to fostering the foundling of foreign birth; so much so that the Hon. Mr. Frye, in asking the creation of a commission as a foster parentage of the American ship, reflects very properly and poignantly upon the Nation's record of neglect in words that will be remembered forever:

"It is an orphan really without any orphan's court or guardian. It is a waif without a home. It is a tramp to whom nobody is obliged to give cold victuals even."

With the same interest at heart, the Hon. Mr. Dingley introduced the resolution by which your Committee was called into existence.

It was expected that this severe condemnation of national default; the vital importance of the subject; the deep solicitude of the people; and their confidence in your ability, interest, and patriotism, manifested throughout our country, would have forced the investigation immediately.

Whether the delay in this respect—and the unseemly hurry now—has been right or wrong, is not the purpose of this argument; but in view of the evident uncertainty as to the national relationship of our country to our ships, and as to its hereditary ties and claims in the transmission from our forefathers of their industrial qualities and patriotic struggles for the maintenance of

their commercial interest and national honor, it is not only proper but necessary to establish the identity between parent and child by tracing the lineage of the American ship to American inheritance. With such object in view the following synoptical record has been prepared:

Both of the political parties in Congress are confused as to this identity, or they are cowardly shirking this greatest economic question of the day; each is afraid to do what is necessary and right; neither dares to take the noble, bold stand of the Polk Administration, with such far-sightedness as recorded in 1845, and presented herewith in chronological order.

While foreign nations are fully aroused and acting, our statesmen are disputing, quibbling, misrepresenting, and ignoring the seriousness of the question, while France, Germany, and Italy are acting in energy, initiative of that wise policy so long continued by the far-sighted statesmen of Great Britain.

At a recent session of Parliament the representative of the British Board of Admiralty, Mr. Trevelyan, admonished that body as follows:

"The maritime supremacy of Britain is not to be challenged by France alone in the future, for the President of the United States has asked Congress for a liberal grant wherewith to lay the foundations of a new and formidable navy."

The Nautical Journal of London sounds an unnecessary, we fear, tocsin of alarm about American action in behalf of our child of the sea, as follows:

"British ship-builders and owners cannot regard with unconcern the apparently systematic effort of the Republican party in the United States to signalize its restoration to legislative control by reviving the policy which proved so disastrous to British shipping interests from 1852 to 1858."

Oh, that the Republican or Democratic parties would have the courage to imitate the Polk Administration in the example established at that time, with such remarkable financial results in surplus of funds to our Post Office Department as President Polk shows.¹

To avoid error or confusion as to the history and identity of our ships, as Senator Frye justly reflects, let us review events in the history of our shipping and then consider what is our duty.

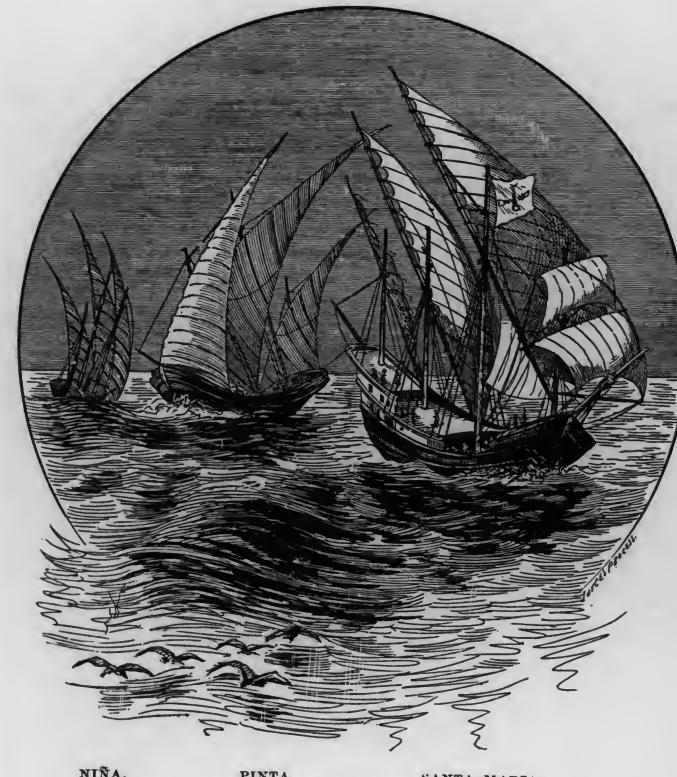
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*Chronological Record.*¹

1492. Columbus landed with vessels of small tonnage, only one of which possessed a deck.
1517. The Biscayans of Spain, and the Basques and Bas Bretons of France, we are told by Jefferson, were the first adventurers with fishing fleets on our northern coasts; as many as "fifty ships being seen at one time."
1577. The French had 150, the Spaniards 100, the Portuguese 50, the English only 15 ships in American waters.
1607. The "Virginia" was built on the coast of Maine, the year of the first settlement, Virginia, and afterwards plied regularly across the Atlantic, although only of 30 tons.
1609. Henry Hudson entered the "Manhattan" river in the service of the Dutch, commanding the ship "Half Moon."
1610. Lord Delaware found four sailing-vessels at Norfolk, the Virginia, Discovery, Patience, and Deliverance; but the second was British, and the last two West Indian—thus presaging a foreign monopoly in the history of our shipping.
1614. The "Onrust" was built by Blöck, a Knickerbocker.
1616. England sent over eight ships from London and Plymouth for trading purposes. Capt. John Smith built several ships for fishing.
1620. The "Mayflower," of 180 tons, landed, December 22, at Plymouth Rock, with the Pilgrim Fathers—the *avant courier* of "Free Ships."
1622. The Plymouth Company complained of abuses on their coast.
1629. The Massachusetts Bay Company, of London, sent shipwright emigrants to New England, headed by Robert Moulton.
1630. "Shallops," small boats of 20 tons and two masts, were common and popular.
1631. The "Blessing of the Bay" was built on the Mystic river, owned principally by Gov. Winthrop, and highly valued.
1635. The great shipping name of Hollingsworth first became famous. Richard Hollingsworth, it seems, built the first ships of as heavy tonnage as *three hundred tons*.

¹ Prepared from several authorities and incidental records.

THE
"CARAVELS"
OF
CHRISTOPHER COLUMBUS
WITH NINETY MEN
COMING TO AMERICA.



Sailed from Spain Friday, August 3, 1492.

Arrived at San Salvador, Friday, October 12, 1492.

(19)

ONE OF THE FIRST SHIPS
BUILT IN NEW YORK HARBOR.
1614.



THE "ONRUST," OR "RESTLESS."
BUILT BY ADRIEN BLÖCK, ON MANHATTAN ISLAND.

(Knickerbocker Type.)

See page 18.

It is recorded that the four huts made by Blöck for his men were the first settlements on the lower part of the Island.

Blöck sailed up the Sound towards Cape Cod, in the Fishery Industry, and rested on the land that still bears his name—"Block Island." (See Coastwise Shipping—Fisherries.)

(20)

- 1640. Rev. Hugh Peters, of Massachusetts, became noted as a great advocate of "*home* shipbuilding"—may his name live forever in the history of his country and in the hearts of our people!
- 1643. William Stephens, a shipbuilder, astonished the Colonists and the British by building ships of over 500 tonnage at Gloucester.
- 1646. Application of the Navigation Laws of England to Colonial shipbuilding. Here begins the remarkable jealousy of Great Britain toward the rapid development of our great shipbuilding Industry.
- 1651. British Navigation Laws were again increased in severity, called the "Famous Act," aimed at Dutch and Colonial shipping. Newburyport becomes a shipbuilding yard.
- 1660. The act of 1651 made more severe by increased restrictions against American shipbuilding and trading.
- 1663. "Monopoly" begins its history in Colonial trade by British aggrandizement; notwithstanding which, shipping thrives at Salem and Rowley.
- 1686. New York city incorporated, with a shipping interest of ten vessels, and tonnage of less than 100 tons each, and about 200 barks of less than 50 tons each.
- 1710. Contentions began between American, British, French, and Dutch seamen in the fishing industry of our coasts.
- 1714. The first "schooner" built at Cape Ann, by Capt. Andrew Robinson.

As early as 1730 the Merchant Marine of the American Colonies began to develop so rapidly that commercial jealousy caused England to impose severe tonnage dues, taxes, and restrictions upon Colonial Shipping.

In 1750 there was held in London a public meeting to "promote British shipping and navigation," the object being to prevent ships owned by native Colonists from being employed in the carrying trade between the American Colonial coast and Great Britain.

In a cursory review of the history of events relating to American shipping that followed, and that led to our Navigation Laws, it is only necessary to recall the "Act of Parliament in 1765,"

restricting the exportation of Colonial products, and prohibiting imports and exports, *except* in British ships.

The "Tax Stamp Act" followed the same year, and the first and early denunciation by the American people of taxation for the benefit of foreign shipping was made emphatic on the arrival in New York of the "Tax Stamps," by seizure and consignment to the flames; and later, in 1774, by the seizure in Boston of tea consigned to merchants at that port.

This brief review brings us to the struggle for Independence on the seas as well as at home.

It was for the parental right of the American ship that our Fathers fought, and yet to-day it is declared "an orphan!"

Before the creation of our Government, the greater portion of the Shipping of the American Colonies was owned by merchants of Great Britain, as will be seen in comparison with our present ratio, as follows:

Year.	Ratio of foreign ownership.	Ratio of home ownership.
The Colonies ¹ 1770	Five-eighths	Three-eighths
The United States ² 1882	Eighty-five one hundredths.	Fifteen one hundredths.

Thus we are forced to look upon a proportionate deterioration more mortifying than we would suppose, even with the knowledge of our decadence continually in our mind.

There has never been a time, during the long period of two centuries, since the far-sighted Sheffield's prediction, that the British Government has not watched, with eagle eye, the progress and decline of our varying fortunes in this industrial development.

Our American State Papers (commencing with Volume 1) record fully and frequently the endeavors of British cruisers to control even our coasting trade, and "to restrain, generally, our commerce in corn and other provisions."

It hardly needs to be repeated here that "the abuse of privileges in our harbors" and the aid contributed by the (so-called) Tories "to depredations upon our ships and upon those of the French,³ led to the enacting of our Navigation Laws, based identically upon those of Great Britain.

¹ Based upon data given by Pitkin and by Seybert.

² See following pages.

³ See official correspondence of Secretary Jefferson and "citizen Genet, Minister Plenipotentiary of the French Republic, to the citizens of the United States."

Petition after petition was presented and urged for the enactment of navigation laws from States of the North and South.

The trials of our shippers are indicated in the following extracts from such petitions of trade organizations :

"It is sufficient for us to join our Northern brethren in asserting that we have most severely felt the want of such a navigation act as will place our vessels upon an equality with other nations.

"CHARLESTON, April 2, 1789.

"Amongst the advantages looked for from the National Government, is the increase of the shipping and maritime strength of the United States of America by laws similar in their nature and operation to the British Navigation Act.¹

"BALTIMORE, May 4, 1789."

Here, and from these causes, began this system of committees investigating into the condition of our Merchant Marine.

On August 7th, 1789, it was—

"Ordered, That a committee be appointed to bring in a bill for further encouragement of our commerce, and the protecting of the navigation of the United States."

The Annals of Congress are so full of interesting debates on this great economic, and so clear, that it is surprising that any doubt could exist in the minds of any one as to the cause of the creation of our Navigation Laws, especially in the writings of one who claims to be a friend and expounder of our shipping conditions, and it is incomprehensible that any one should be misled by the idea that such laws could by any means be associated with slavery restrictions.

The Annals (Vol. II, p. 1685) record the following evidence :

On the 22d July, 1790, Mr. Goodhue, from the committee appointed for the purpose (of framing Navigation Laws) presented a bill for registering ships or vessels, for regulating those employed in the coasting trade and fisheries, and for other purposes, which was read twice and committed.²

¹ See also following pages, under heading "Navigation Laws," for important data.

² Since the above was written as an argument for the Joint Select Committee, one of its members, the Hon. Mr. Cox, in a speech in Congress, January 6, upon the bill reported by that committee, refers to the work that the writer had in

There was, however, no definite action taken upon this bill until the following session of Congress.

On December 15, 1790, the House of Representatives, in Committee of the Whole—

"Resolved, That it is the opinion of this Committee that a bill ought to be brought in for the further encouragement of the navigation of the United States."

And it was—

"Ordered, That a committee be appointed to prepare and bring in a bill or bills pursuant to said resolution, and that Messrs. Boudinot, Jackson, Tucker, Ashe, Park, Smith, Clymer, Vining, Benson, Sherman, Goodhue, and Foster be of said committee."

These were the predecessors of the members of your Joint Committee, and the noble and wise patriots who framed and made our Navigation Laws.

As quoted above from American State Papers, it will be seen that our Navigation Laws were forced upon our people by the collusions between a great number of Tory citizens of the United States and the British and "depredations upon our ships."

mind, and quotes the same as authority to settle the point, without doubt, as follows: Mr. Cox said—

"It is beyond doubt that the origin of our navigation laws was a compact with slavery. This, David A. Wells has shown most vividly in his volume on the 'Mercantile Marine.' New England was engaged in shipping and in transporting and selling slaves to the South. She desired to hold the monopoly of that trade. This she secured for a period, by the extension of the time for the extinction of the slave trade to 1808."

The venerable historian, Mr. Bancroft, in his recent "History of the Constitution," effectually disposes of such theory in several parts of his valuable and interesting work. He says, referring to the action on the slave trade, "*this decision was coupled with no demand of privileges for the shipping interest,*" (p. 151, vol. 2.)

The compromise made between the Northern Representatives and those of Georgia and South Carolina, moved by Mr. Pinckney, of South Carolina, and seconded by Mr. Gorham, of Massachusetts, was "to extend the time allowed for the importation of slaves till the year 1808," viz., for twenty years, (p. 158, vol. 2.)

Cocke, in his "History of the Constitution," speaks of "compromising upon equal privileges of ports for the slave-trading ships," but where is the association, to say nothing of the want of evidence, in the opposition to slavery of our own people and the protection of their own commerce, products and pride from encroachments of British ships running around our ports and over to the West Indies. Such an assertion is a *dernier resort* in the sophistry presented in behalf of free ships.

Lord Sheffield attributes our laws to the British and Jamaica "Rum trade," and to "French attachments." The Annals of Congress are, however, our only authority.

President Washington commented in several special messages upon these facts, in forwarding communications of Secretary Jefferson and (his successor) Secretary Randolph, particularly of trading vessels carrying mounted guns, "vessels loaded with flour and lumber bound to Barbadoes," (from Philadelphia and Charleston) "of 300 tons burden, and had mounted four small guns"—to protect trade! (American State Papers.)

The Governor of Maryland (Thomas S. Lee) reported many like cases, one of a British ship in the port of Baltimore with twelve pieces of ordnance. "Those guns," he says, "are not taken as an article of merchandise, but for offensive measures," and which dodged the law and ran out of port on suspicion.

In view of the very clear and emphatic testimony of an American President, an American Secretary of State, the several Governors of the States, the citizens of the port cities and coast of those States, all recording in harmony the cause of the creation of our Navigation Laws in official papers, to be told at this day in argumentative work, as by Mr. Wells, in a recent publication mis-entitled "*Our Merchant Marine*,"¹ that those laws were a concession in compromise with slavery, is most astounding, coming from one so able and well informed.

Mr. Wells quotes from Mr. Mason, of Virginia, "that this infernal traffic originated in the avarice of British merchants," "about this nefarious traffic," &c.; but where is the application of this to the depredations of British ships upon American commerce, so distinctly described by Minister Adams, at the Court of St. James, who wrote as follows:

"This being the state of things, you may depend upon it the commerce of the United States will have no relief at present, nor, in my opinion, ever, until we shall have passed navigation acts. If such measure is not adopted we shall be derided, and the more we suffer the more will our calamities be laughed at."

The only point of Mr. Wells that appears to indicate any association of the two subjects in the minds of the fathers of our country is in a letter of Luther Martin, in which he intimates that an agreement was made to lay "no restriction on navigation

¹ Regarding the right of such title to a work, the writer claims priority by copyright of Library of Congress, 1877—if the copyright is worth more than the cost—and has since made inquiry of the principal Librarians whether such title, with prefix "Our," had previously appeared; and has been assured to the contrary.

acts;" between which (quoted) words Mr. Elliott inserts "the enactment of." It is not an original quotation, but seems to have been construed to suit "Elliott's Debates," for it closes in ambiguity, viz: "and the restrictive clause, relative to navigation acts, was to be omitted." It would require a decision of the Supreme Court as to the meaning of these words.

Thus we see how American Shipping was struggling under the severe restrictions of British jealousy, and how it improved under the fostering care of our early fathers, the effect of which will be better seen in the following statistics of loss in exports and increase of imports, as a *forced* trade upon the American Colonists, viz:

<i>Years.</i>	<i>Exports.</i>	<i>Imports.</i>
1697	\$180,000	\$340,000
1700	225,000	455,000
1740	72,000	855,000
1760	37,000	2,900,000
1770	750,000	7,100,000
1776	4,000	275,000
1790	5,955,000	17,160,000

The first Congress, consequently, as shown, (pages 17, 18, 19,) directed its attention to controverting the influences above mentioned.

1772. There were 182 vessels built, viz: 123 in England, 15 in New York, 1 in New Jersey, 8 in Pennsylvania, 8 in Maryland, 7 in Virginia, 3 in North Carolina, 2 in South Carolina, 5 in Georgia, and 10 in other Colonies not named.

1776. It was in the year of our Independence that the first attempts were made to navigate our great Ohio and Mississippi rivers. (See following pages, "Inland Shipping.") Some attempts were being made at this period to apply steam to navigation, but very ineffectually.

1778. Thomas Paine recorded his "Common Sense" by memorializing Congress to subsidize and thereby encourage the building of steamboats, "to go against tide and stream."

1781. John Paul Jones built the first ship of the United States Navy, at Portsmouth, N. H.

1784. James Rumsey, of Cecil county, Maryland, exhibited before General Washington and others, on the Potomac river, a boat propelled by mechanism—the first successful attempt ever made in the world, of which authentic testimony is at hand.¹

Of this fact there is abundance of proof in the correspondence of Washington, in the archives of the Department of State, Washington, and in the Annals of Congress of later years, which, as will be seen, establishes the right and title of James Rumsey to the immortal glory of being the first developer of the great blessing to mankind of steam navigation. He possessed the confidence of the "Father of our Country," and the omission of justice to his memory by his countrymen, and the world, as well as its important identity with American Shipping, demands public consideration, and prompts the writer to more fully detail this record of history than would otherwise be presented.

Report 317, House of Representatives, 24th Congress, 2d Session, records:

"That about the beginning of the year 1784 James Rumsey built a boat at Shepherdstown, in the county of Berkeley, Virginia, intended to be propelled by steam; that in the fall of that

¹ A work of Thomas Gonzales, Director Royal Archives of Spain, records an attempt to apply some mechanical force to a boat by Blanco de Garay, in Spain, 1543.

The "Century of Inventions," by the Marquis of Worcester, 1665, also refers to similar efforts. In 1690, Denys Papin, of France; in 1736, Jonathan Hulls, of England, of whom his unappreciative neighbors recorded the following specimen of doggrel and ridicule:

"Jonathan Hulls
With his patent skulls
Invented a machine
To go against wind and stream,
But he being an ass,
Couldn't bring it to pass,
And so was ashamed to be seen."

Notwithstanding, Hulls was wise and his deriders foolish, as is generally the case, (and notably so on the part of the *outsider* who wrote the "Committee's Questions" deriding American Shipping); in 1759, Genevois, of Switzerland; in 1774, the Perier Bros., of France, invented unsuccessful contrivances, all impracticable and futile. Hence, as will be seen further on in this argument, to Rumsey, Fitch, Fulton, and others, (see pp. 39, 41,) *Americans*, belongs the glory of practical application of steam to vessels; and yet it is asked to-day:

"Can Americans build ships?"

year, the machinery and the boat being ready, said Rumsey, his brother-in-law, (Chas. Morrow,) and Nicholas Orrick went on board the boat, when the same was pushed into the stream, the machinery was put in motion by the application of steam, and the boat was actually propelled by its agency, although not to the satisfaction of the inventor."

With the above brief extract from an official document, it is proper as well as interesting to give the following affidavit of Washington :

"I have seen the model of Mr. Rumsey's boat, constructed to work against the stream; examined the powers upon which it acts; been an eye witness to an actual experiment in running waters of some rapidity, and give it as my opinion (although I had little faith before) that he has discovered the art of working boats by mechanism and small manual assistance against rapid currents; that the discovery is of vast importance—may be of the greatest usefulness in our inland navigation [!] and if it succeeds, of which I have no doubt, the value of it is greatly enhanced by the simplicity of the work, which, when explained, may be executed by the most common mechanic.

"Given under my hand and seal, in the town of Bath, county of Berkeley, in the State of Virginia, this 7th day of September, 1784.
GEORGE WASHINGTON."

Maryland and Virginia immediately (October, 1784) passed Acts of Legislation granting certain privileges for ten years. New York soon granted the same privilege.

Rumsey was poor, with a dependent family, and could not make the headway he desired with inadequate facilities and for want of good workmen..

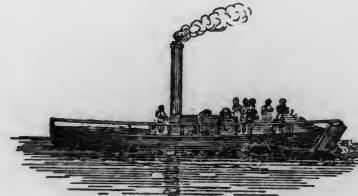
In 1785 he developed his steam principle, and had a boiler made in Frederick county, Md. His correspondence with Washington (this early) complains of one John Fitch "coming around and endeavoring to take the idea of steamboats from him." By the aid of friends, Rumsey went to Europe to work up his engine, and it was while absent that it appears influence was brought to bear (especially upon Patrick Henry) to undermine his grants from the Legislatures of the several States.

It was from Europe that Rumsey wrote to friends about a young man by the name of *Robert Fulton*, in whom he took an interest, as will be shown further on.

A Report of Congress (*March 2, 1837,*) says :

"Although Fulton is entitled to the honor of success, still, in the opinion of your Committee * * * that the labors of Rumsey were calculated to direct attention of those skilled in mechanical science to the subject of steam navigation, and to lead to those improvements which have so eminently advanced this country and the whole world, there can be no doubt."

THE FIRST STEAMBOAT IN THE WORLD.



BUILT BY
JAMES RUMSEY,
OF MARYLAND.

Exhibited before General Washington and many others, on the Potomac, near the Capital of the Nation, 1784 and 1787.¹

The boat was calculated to carry 100 barrels of flour.

Vol. 70, Reports of Congress, No. 317, page 6, records the following:

"Numerous persons from the country, as well as men, women, and children from town, attended. The bank of the river was crowded by spectators. Capt. Charles Morrow was placed at the helm, and James Rumsey attended to the boiler and machinery. No gentlemen were permitted to go into the boat, though six or seven ladies were prevailed on to take seats in her. After some delay, while all eyes were fixed on the boat, she started, and proceeded up the river at the rate of three miles the hour, * * * in the midst of cheers and huzzas by the crowd. * * * Gen. Horatio Gates, who was nearsighted, had intently watched the boat by the help of his glass, exclaimed: 'She goes—by —, she goes!' He appeared in ecstasies. The boat having run up the river about half a mile, returned * * * amid the tumultuous joy of the crowd."

¹ As explained above, the boat of Rumsey, of 1784, was not as much developed. This illustrates the development made afterwards. See following evidence.

The following testimonial explains this great advance made in the Shipping of the world by the genius of an American mechanician :

"CERTIFICATE OF GENERAL GATES.

"On Monday, December 3, 1787, I was requested to see an experiment, on the Potomac river, made by James Rumsey's steam boat, and had no small pleasure to see her get on her way, with near half her burthen on board, and move against the current at the rate of three miles an hour, by the force of steam, without any external application whatever. I am well informed, and verily believe, that the machine at present is very imperfect, and not yet capable of performing what it could do if completed. I have not the least doubt but it may be brought into common use and be of great advantage to navigation, as the machine is simple, light, and cheap, and will be exceedingly durable, and does not occupy a space of more than four feet by two and a half.

HORATIO GATES,

Late Maj. Gen. of the Continental Army.

Similar certificates are on file in the Department of State, signed by Charles Morrow, Robert Stubbs, Henry Bedinger, Thomas White, Abraham Shepherd, and others.

This was, it is true, an improved boat of Rumsey's over that first exhibited by him before General Washington, in 1784, but, as will be seen from the following letter, was prematurely exhibited :

"ANNAPOLIS, December 17, 1787.

"To His Excellency,

"GEORGE WASHINGTON,

Mount Vernon.

"SIR: Enclosed you have copies of two certificates of what the boat has performed at some trials we have been making. I have a number more, but as they are the same in substance, I thought it not necessary to copy them. We exhibited under many disadvantages, and should not have come forth publicly until spring if it had not been for Mr. Fitch's stealing a march on me in Virginia."

Mr. Rumsey continues in this letter in a strain of complaint against Mr. Fitch, and enumerating his trials and need of means to support his family while experimenting, and closes :

"I can say in truth, that however unfortunate I have been in the attempts, my greatest ambition is and has been to deserve your esteem. * * * Your letter to Governor Johnson prevented Mr. Fitch from getting an Act here. You have, sir, my sincerest thanks for the many favors you have conferred on me.

"I am your much obliged and humble servant,

JAMES RUMSEY."

The following testimony serves here to complete this record, viz:

"I have seen both Mr. Fitch's and Mr. Rumsey's machinery. Mr. Rumsey's plan is much the most eligible, simple, and practicable. Mr. Fitch's machinery appears bulky, weighty, and complicated, leaving little room in the boat. * * I do therefore give it as my opinion that Mr. Rumsey's plan is to be preferred.

"Given under my hand at Shepherdstown, Berkeley county, Virginia, December 1, 1787.

HENRY BEDINGER."

Rumsey and Fitch thus became more occupied with *patent law suits* than with the development of their great inventions. Hence Fulton (see following pages,) in 1807, carried off Rumsey's laurels.

In 1788 "The Rumsey Society" was formed with Franklin at its head to aid Rumsey; and he again went to England to perfect the building of his machinery, but the strain upon his mind—of genius, poverty, and the protection of his rights combined—was too much, and the sad news soon came from Europe that *Mr. Rumsey had suddenly died "from inflammation of the brain,"* and thus he was denied the honor and reward that awaited his arduous and persevering enterprise. His last letter was left unsigned. Mr. John Beale Howard wrote, (see page 5, same Report of Congress):

"As Mr. Fulton was in England at the time of Mr. Rumsey's death, and had been intimate with him it is probable that he had means of access to the matured model and papers of Rumsey and may deserve applause for improvements made in steam, but James Rumsey is certainly entitled to the fame and gratitude of his countrymen for his enterprise and the original invention of propelling vessels by steam."

Mr. Henry Bedinger, whose testimony is quoted above is also recorded as writing :

Thus died James Rumsey, in the midst of hope of success of years of study and perseverance; and his family and descendants have remained unrewarded and in poverty, although the world of mankind have availed themselves of his inventions, and profited by them. It is said and believed here that Mr. Fulton by some means possessed himself of the experiments and inventions of James Rumsey and after his death claimed and received the honor and profit of the invaluable experiments and inventions of the said Rumsey. Of one thing, I am sure, that the name of Fulton as the inventor of the application of steam to propelling ships or boats, was never heard of while Rumsey was making his experiments at Shepherdstown. Further, to corroborate this, a certain Mr. Fitch, the author of "Fitch's Maps of the Lakes," appeared at Shepherdstown, incog., with the hope, as he confessed, of catch-

ing some insight of Rumsey's experiments; he was discovered, and escaped without personal injury [see page 7, Report 317, 2d Cong., 2d Sess.] I am confident James Rumsey was the inventor of applying steam to purposes of navigation; and am ready to appeal to all yet living who saw his boat, and observed its progress.

An effort was made in 1839, to aid the destitute descendants of Mr. Rumsey but which, similar to the neglect to American Shipping to-day, failed as will be herewith seen.

"Resolved by the Senate and House of Representatives of the United States in Congress assembled, That the President be, and he is hereby, requested to present to James Rumsey, Jr., the son and only surviving child of James Rumsey, deceased, a suitable gold medal, commemorative of his father's services and high agency in giving to the world the benefits of the Steamboat."

The resolution was read the first and second time, and the further consideration thereof was postponed until Saturday next.

Feb. 9, 1839. The House proceeded to the consideration of the resolution.

Resolution (No. 46) requesting the President to present to James Rumsey, Jr., a gold medal.

When it was

Ordered, That the said resolution be engrossed and read the third time to-day. The said resolution being engrossed, was read the third time and passed.

Feb. 11, 1839. Received in the Senate.

Feb. 12, 1839. Referred to Committee on Judiciary.

Feb. 15, 1839. Reported adversely by Judiciary Committee.

March 2, 1839. RESOLUTION REJECTED by the Senate—doubtless through influences brought to bear after it passed the House of Representatives.

Here are given some pages of history illustrative of the debt due by the world to American shipping, and due by our country to an American ship-builder—a phase of history so often repeated of injustice and neglect to this greatest of all Industries, especially to the United States.

It is here presented for the consideration of the Select Committee and for the people in contradistinction to the unnatural and incorrect insinuation of the Committee's Questions propounded, and hoping that the greater the omissions of the past, the greater may be the future provisions against such history being repeated.¹

¹ It is evident from many incidents of history that Symington, of England, obtained his idea of steam navigation from Rumsey's exhibition on the Thames, as his process was identical, (in after years,) and yet Lindsay and other British writers make the severest reflections upon Fulton for imitating Symington. For further comment upon these points of history see following pages. (1807.)

The efforts to apply steam ("navigation by fire") were as many as the months of the year.

1790. Oliver Evans, of Pennsylvania; Nathan Read, of Massachusetts; Charles Reynolds, of Connecticut; William Longstreet, of Georgia, and many others, all "came near" acquiring the immortal distinction of Fulton.

1791. January 6. The Secretary of the Treasury, Alexander Hamilton, reported to Speaker Muhlenberg the following condition of our Shipping:

Total tonnage of the United States:

American vessels employed in the foreign trade	363,093
American coasters above 20 tons	113,181
American vessels on the fisheries	26,252
<hr/>	
Total foreign tonnage	502,526
United States and British	262,913
United States and other foreign	312
<hr/>	
Total	766,089

Thus it will be seen that the tonnage of foreign ships in our ports at the time of the enactment of those laws was about one-half of that of our own.

The most remarkable coincidence in the history of American shipping, however, is the following exhibit of the conditions of this great industry, taken verbatim from the report of the Secretary of State, Thomas Jefferson, to Congress on February 2, 1791, in reference to the coastwise depredations upon our commerce and shipping.

Secretary Jefferson first presents our

ADVANTAGES.¹

"1st. The neighborhood of the great fisheries, which permits our fishermen to bring home their fish to be salted by their wives and children.

"2d. The shore fisheries so near at hand as to enable the vessels to run into port in a storm, and so lessen the risk for which distant nations must pay insurance.

"3d. The winter fisheries, which, like household manufactures, employ portions of time which would otherwise be useless.

¹ American State Papers—Commerce and Navigation.

"4th. The smallness of the vessels which the shortness of the voyage enables us to employ, and which consequently require but a small capital.

"5th. The cheapness of our vessels, which do not cost the half of the Baltic fir vessels, computing price and duration.

"6th. Their excellence as sea-boats, which decreases the risk and quickens the returns.

"7th. The superiority of our mariners in skill, activity, enterprise, sobriety, and order.

"8th. The cheapness of provisions.

"9th. The cheapness of casks, which of itself is said to be equal to an extra profit of 15 per cent."

Secretary Jefferson then points to the causes that even at that early period undermined our shipping interests.

DISADVANTAGES.¹

"1st. The loss of the Mediterranean markets.

"2d. Exclusion from the markets of some of our neighbors.

"3d. High duties (tariff) in those of others.

"4th. *Bounties to the individuals in competition with us.*"

What a forcible illustration again of history repeating itself! Here are actually the words of Thomas Jefferson to Congress in 1791, telling as it were our exact condition to-day; yet statesmen seem not yet to have learned the evils and the causes of continued depression of American shipping.

The pages of history tell so emphatically and strangely the similarity in the events and conditions to those of our shipping to-day that were they rewritten and published as current news their application would be complete. There is the same necessity for national protection to the ship, the same foreign bounty is paid—only greater and more cunningly—the same dependence or monopoly of American commerce sought and to be resisted.

Indeed the best argument by far to present to the country is history. In the pages thereof, more eloquently than by tongue or pen, will be heard the pleadings of the foreign destroyer of our Industries; the same old Tory cry against the truth, and the faint attempts to ridicule the efforts of those who favor

¹American State Papers—Commerce and Navigation.

The CHILD OF AMERICAN INDUSTRY called "AN ORPHAN," AND MADE A GALLEY SLAVE.



LET LOOSE OUR SHIP!

"DISADVANTAGES TO AMERICAN INTERESTS—1st. Loss of the Mediterranean markets. 2d. Exclusion from the markets of our neighbors. 3d. High duties in those of others. 4th. Bounties to individuals in competition with us."
[See page 34.]

THOMAS JEFFERSON, Secretary of State. 35

home ships grows bolder from discouragement and loss to those who have endeavored to risk their personal wealth without that bounty given to their competitors, as Mr. Jefferson has expressed above.

1797. The three renowned United States frigates were launched—the "Constitution" of Boston which, while under Hull, Morris, and Stewart, was proudly termed the "Old Ironsides," from her staunchness and remarkable naval record—*still floating*, although remodeled into a Schoolship; the "United States," of Philadelphia, termed the Old Wagon, also renowned; and the "Constellation," of Baltimore, so bravely fought by Truxton.

1800. During the preceding decade American Shipping suffered vicissitudes that would have destroyed the commercial enterprise of any people of less courage or perseverance.

The innate nautical talent and skill of Americans was indestructible, their marine spirit irrepressible.

A singular history of circumstances in the blending of the fortunes, the trials, and ultimate achievements of four Americans destined to revolutionize the Shipping of the world, occurred at this date, viz.: a friendly acquaintance and coöperation between Chancellor Livingston and Nicholas J. Roosevelt, of New York, John Cox Stevens, of New Jersey, and Robert Fulton.

As shown, (on page 31,) Fulton had met Rumsey in Paris. Livingston was then United States Minister there. And these four all combined to develop steam in Shipping. Fulton—American like—accomplished two things at once, in marrying the Chancellor's daughter and in inaugurating steam navigation. (See pages 39–41.)

It was during this (last) decade that Stephen Girard and Isaac Hazlehurst, of Philadelphia, began their "Philadelphia, New Orleans, and San Domingo Line," under great difficulties, but finally established their success with those beautiful ships built on the Delaware, and called by Girard "Voltaire," "Rousseau," and "Helvetius," that also opened a remunerative Asiatic trade.

Congress having taken the control of our tonnage rights, placed a sacred clause in our Constitution, which, to the shame of our official record, has been outrageously violated, viz.:

"No State shall without the consent of Congress lay any duty upon tonnage."

Why the violation of this clause has been permitted, is beyond the comprehension of any "Constitutional judge," except as a result peculiar to the enactments of our *Shipping "Court of Errors"*—the American Congress of later years.

Meanwhile British depredations upon our commerce continued.

Memorials from every port of our coast were made from time to time and from which the following extracts are taken, and of which there are volumes:

MESSAGE

of the President of the United States to Congress, January 29, 1806.

Having received from sundry merchants at Baltimore a memorial on the same subject with those which I communicated to Congress with my message of the 17th inst., I now communicate this also as a proper sequel to the former, and as making part of the mass of evidence of the violations of our rights on the ocean.

THOMAS JEFFERSON.

MEMORIAL.

To the President of the United States and the Senate and House of Representatives, &c.

(A paper of 25 pages.)

* * * * *

Your memorialists will not trespass upon your time with a recital of the various acts by which our coasts, and even our ports and harbors, have been converted into scenes of violence and depredation, by which the security of our trade and property has been impaired.

* * * * *

Mark Pringle.	William Wilson.
Hugh Thompson.	Luke Tiernan.
John Sherlock.	Robert Gilmore.
John Stricker.	J. A. Buchanan.
Lemuel Taylor.	John Hollins.
Henry Payson.	James Calhoun.
Benjamin Williams.	Alexander McKim.
Thomas Tenant.	William Patterson.
David Stewart.	Samuel Sterett.
John Swan.	John Donnell.
Thomas Hollingsworth.	William Lorman.
Joseph Sterett.	William Taylor.
George Stiles.	Stewart Brown.

BALTIMORE, January 21, 1806.

The New York Chamber of Commerce memorialized Congress to evince a deeper interest in behalf of our shipping, as will be seen in the following extract:

"The active enterprise of the American merchants is constantly looking abroad to every part of the world for a market, and if it is any where to be found, or if there is only a reasonable presumption that it may be found, the farmer meets with a ready vent for his produce. Perhaps the calculation of the merchant may be disappointed, and he even ruined, yet the misfortune reaches not the farmer, he has the same benefit of a good market."

"But should American vessels ever disappear, he must then be entirely at the mercy of chance adventures for a market, and when the demand is not very great the price of the freight will be deducted from the article itself. *All this must necessarily tend essentially to lessen the value of the farmer's produce.*"

Here is still another illustration that the history of to-day is but the repetition of lamentations on account of our Shipping for a century; here, too, is forcibly presented the pecuniary interest of the American farmer, developed by shipping enterprise at home, in contradistinction from dependence upon foreign ships and foreign shipbuilding.

Again, on January 28, 1806, the Secretary of State, James Madison, appealed to Congress for further protection to our shipping, and setting forth the recent British restrictions against the same.

The history of Our Merchant Marine for the first half century of Ameriean Independence is glorious to review, not, however, without vicissitudes and trials.

Fostered and protected by the wise Statesmen of their age, the rapid strides made in commerce and navigation are unprecedented in the annals of nations. Yet you have asked, why we cannot have ships?

So great was the pride of our Statesmen of that period, and so determined their judgment to uphold it, that the war of 1812 was preferred to renunciation of their "Revolutionary principles" or to the loss of American-built ships.

History was again repeated.

England continued striking at our commerce, but our Statesmen then stood firm, and America won.

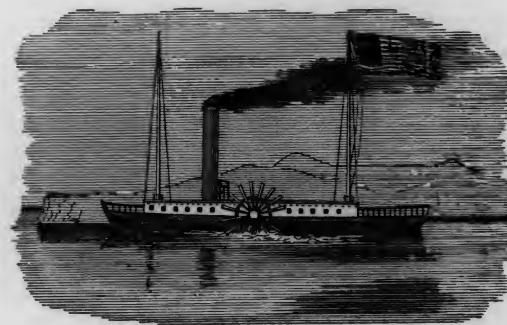
From 1800 to 1850, the United States' Flag was prominent on every ocean. Our country excelled all other nations, and the "Baltimore Clipper" was the champion of the world and the pride of our people.

1807. Robert Fulton applied steam to propelling a ship in constant daily service, and practically inaugurated a new era in the Shipping of the world. Rumsey, as we have seen, by death, lost the golden opportunity to achieve immortality in fame, and Fulton harvested his hard-ploughed field and gave the fruit to the world.

The failures of Fitch had caused the Legislature of New York to revoke a grant given to him, and extended the same privilege to Robert R. Livingston, Chancellor of the State, and the financial, faithful, and sanguine backer of Fulton.

"Steamship" became a synonymous term with "the Chancellor's hobby," and indeed he, like Rumsey, Fitch, and Fulton, was often pronounced crazy by those who possessed no talent to appreciate advancement.

It was on August, 7, 1807, that the "Clermont" steamed from the foot of Courtlandt street up the Hudson river. "The wharves, piers, house-tops, and every coigne of vantage were filled with spectators." Of twelve berths, every one was taken, at \$7, through to Albany, on her trial trip.



C L E R M O N T,
or
"K A T H A R I N E,"
OF CLERMONT,

Named after Fulton's wife, daughter of Chancellor Livingston.

BUILT BY CHARLES BROWN, NEW YORK.

As the boat steamed out from the dock her commander was greeted with both jeers and cheers.

Fulton wrote: "I ran up in thirty-two hours and down in thirty hours." It was 150 miles, thus making five miles per hour.

It is impossible here to enumerate the incidents of such a great episode and revolution in Shipping; the effect was thrilling to all, of delight to many, of terror to others, especially to sailors.

"The crews shrank beneath their decks from the terrific sight, and others prostrated themselves and besought Providence to protect them from the approach of the terrible monster which was marching up the tide, lighting its path by the fires which it vomited."



ROBERT FULTON.

The Legislature of New York had granted a monopoly, as above stated, to Livingston and Fulton for twenty years, which precluded opposition or equal rights within the waters of this State; and, although the disposition to monopolize was the same then as now in human nature, there was no "Anti-Monopoly League" at that time to remonstrate against such injustice; hence it was that, although John Cox Stevens only a few days

after also succeeded with a steamboat of his own construction in New York, the "Phœnix," he was denied the privilege to run her, or in any way to utilize her near New York.

Thus we see even monopoly is but "a repetition of history." Mr. Stevens was compelled to send his boat (the Phœnix) around to the Delaware river in charge of his son in order to afford the public the benefit of her great advantages in steam propulsion.

The first person, therefore, who ever took a steam vessel to sea, as the Encyclopædia Britannica fairly admits, "was an American."

THE

GREAT AMERICAN MECHANIC,

NAVAL ARCHITECT, AND NAVIGATOR,



ROBERT LIVINGSTON STEVENS,

The first commander of a boat controlled on the Sea by steam only.

A further frank admission is made by the same British authority, in great contrast to the efforts of some historians to belittle American achievements in Shipping, that "although steam navigation had been thus early introduced on American waters, *it was not till the year 1812 that the first regular passenger steamer made its appearance in this country, (Great Britain,) on the Clyde.*"

This boat, referred to as plying successfully in Great Britain, five years after the regular trips of the Clermont on the Hudson, and the Phoenix on the Delaware had been established, was built and run by Henry Bell, of London, and called



THE "COMET."

Plied on the Thames river in 1812,

Twenty-eight years after Rumsey's on the Potomac, five years after Fulton's on the Hudson, and one year after Roosevelt's on the Mississippi. ¹

And yet, in the face of all this important history, the Select Committee on American Shipping has, in the year 1882, allowed somebody to send out—apparently officially—the "Primer Questions," that must forever record in our history the bias, and unreliability of the person who perpetrated such absurd queries upon an American public.

That there is "nothing new under the sun" seems to be very forcibly proven in the history of Shipping, as in all else whatsoever in this practical and impractical world. That many minds before that of Fulton applied steam to Shipping, even successfully, although not in regular service, should be known to

¹ The "Committee" is asked to make a note of this, and also of Bell's claim that Americans owe everything to him!

every one; but that it was Americans who were the heroes of this grand success is impossible to confute with facts. It is to be hoped, however, that no American would be willing to write of Hulls, Symington, and Bell as has been written in envious spirit of our shipbuilding heroes by several of Great Britain's best writers, in the past and recently.

About this time Oliver Evans, aided financially by Captain James McKeever, of Kentucky, endeavored to apply "high pressure" to a steam engine, for river navigation.

The first Ferry Boat was also plied regularly. (See Inland Shipping.)

1809. Mr. and Mrs. Nicholas J. Roosevelt undertook the first trip by steam from Pittsburgh to New Orleans. Mr. Roosevelt, aided by Chancellor Livingston, (the father-in-law of Fulton,) here commenced his enterprise of building the steamer "New Orleans," but first made the trip in a small boat, in exploration.¹

Like a Maryland woman, Mrs. Roosevelt stood and sailed by the side of her husband, determined that nothing should be left undone that a noble wife could do in aid of her husband's ambition and American enterprise in Industry. Taking her maid along, she was firm in her resolve, and in November they left Pittsburgh, in a boat fitted up by Mr. Roosevelt, and arrived at New Orleans early in December, stopping a while at Louisville.

The perils and incidents of the trip are thrillingly interesting, and indicative of American pluck and zeal in navigation, although too long to narrate here; but unless the fearful decline of American Shipping is soon stayed, it is not unlikely that the indignation of our people will be so great, and that indignity so keenly felt against Congress for neglect, and against the Tory agents of foreign tramp ships, that, as in the South during our civil war, the women of our country will send short garments of white linen to those milk-and-water writers and lobbyists who are so cunningly, cowardly, and treacherously, or, if possible, ignorantly—for it must be one or the other—neglecting, misrepresenting, and destroying the revival of our past prestige.

¹ The most interesting history extant of this brilliant and heroic undertaking will be found in a pamphlet of Mrs. Roosevelt's brother, J. H. B. Latrobe, published by the Maryland Historical Society.

1811. Mr. and Mrs. Roosevelt in this year again made the trip from Pittsburgh to New Orleans, but this time in a perfected steamboat—let it be remembered and written in golden letters of history—ONE YEAR BEFORE THERE WAS A STEAMBOAT PLYING REGULARLY ON THE THAMES, OR ON ANY WATER in England.

This fact is particularly called to the Committee's attention.

It is not surprising that amid the startling episodes of this enterprise, the terrible current of the Mississippi river, chased by canoes of Indians, alarms of fire on board, and worse than all, appalled by earthquakes of that year "that shook the earth to its center," and even "changed the channel of the river and swept away one of the islands near them"¹—it is not surprising, we repeat, that such an enterprise brought forth a native-born American sailor; that a child of the water was born of parents so amphibious in taste, zeal, and patriotism as a trophy of American Industry, from the noble Maryland heroine, to the country, so lovingly faithful to her heroic husband, and true to the maxim engraved upon the escutcheon of that old State—"Crescite et multiplicamini."

Shame on an American Congress that refuses to subsidize an enterprise and Industry that yields us such results!

Would that such spirit and zeal were infused in more of our statesmen to-day, and the birthright of American Industry would not be a fraud from foreign asylums, and the American Ship truly "an orphan."²

England expects every man to do his duty, but provides for the faithful from her Exchequer—hence her Seaman and Merchant Navy.

It was this year (1811) that Gouverneur Morris established a company to develop inland navigation or transit, by building a Canal. He obtained the appointment of the following commissioners: Stephen Van Rensselaer, De Witt Clinton, Simeon De Witt, William North, Thomas Eddy, and Peter B. Porter.

Chancellor Livingston and Robert Fulton were afterward added.

¹ See Mr. Latrobe's extract; it is actual history.

² See Resolution of the Hon. Mr. Frye, page 16.

1812. Maryland established the *First Great Epoch* in American Shipping by the building of a new model ship, the Baltimore *Clipper*, which were made of "the form of the wave of the ocean," famous for their fast sailing and as the best appointed vessels in the world for many years after, carrying generally several guns each.

This type of ship was developed by the war for rapid sailing. The interest and enterprise taken by Baltimore merchants in American Shipping has been shown, (pages 37 and 38,) and of those whose names are there recorded were as fine types of commercial enterprise and noble character in every respect as ever lived.



WILLIAM WILSON,

FOUNDER OF THE HOUSE OF

WILLIAM WILSON & SONS,

1780—1880.

Of this old firm of four generations only two of the third generation remain, and the fourth line of posterity have found better investments in other pursuits; but the house will always be part of the history of the Shipping of our country.

The names of Southcomb, Leverly, Barney, and many others, should be written in a tablet of imperishable stone, to commemorate the old Monumental City for the enterprise of her sons of Shipping Industry and the valor that immortalized the commanders of the "Falcon," "Globe," and "Nonsuch."

The fame of these Clippers spread to all parts of the world, and grew as the success of their model became more generally known. Boston, New York, and Philadelphia adopted the principle at once, and England soon after imitated them very successfully, at Aberdeen.

The names of John Currier and Donald McKay, of Massachusetts, are too familiar to need particular reference. The type of Shipping merchants of that old State is marked in the characters of William Gray, Elias H. Derby, Joseph Peabody, J. W. and Nathaniel Rogers, Charles Hill, (a partner for some time of John Currier in shipbuilding and an extensive Shipping merchant,) Brown, Russell, and many others too numerous to specify, whose names are written in the ledgers of British Shipping houses as contributing to the prosperity of the world; and yet the "Questions" of the Committee intimate that there can be *no* Shipping in our country unless we purchase the tramp stock of England.

Why must an American Shipping Committee take partial British history? Why is it always so? Why cannot the true history of American Shipping be taken by an American Congress, instead, as has been the case for twenty-five years, of going to the very partial writings of enterprising and far-sighted rivals in the Shipping Industry.¹

The spirit of statesmen of that day—Timothy Pickering, De Witt Clinton, and others—in the development of our Shipping, should be emblazoned on the walls of our Capitol, "that those who run may read to-day of the prestige of the past and the impotency of the present in legislative action in behalf of this Industry."²

¹ U. S. Consul Potter, in a report to the Department of State, recently, writes that, were British merchants consulted or allowed to dictate a policy, they could not direct a cause more beneficial to their interests than the destruction of American shipbuilding and consequent contribution of our Carrying Trade to British Ships. (See following pages.)

² It was in 1812 that Clinton was first authorized to submit suggestions for a canal, but not until 1817 that incorporation therefor was made. (See Inland Shipping for this history and portrait of Clinton.)

THREE EPOCHS IN AMERICAN SHIPPING.

1st.—SAIL.

"THE AMERICAN CLIPPER."



GREAT REPUBLIC.

4,000 tons, 325 feet long, 53 feet wide, 37 feet deep, 4 masts, each with lightning-rod.
Owned by A. A. Low & Co., New York.

Built by DONALD MCKAY, Boston.

(See page 46.)

(47)

Tributes to the American Ship of this Epoch.

The Hon. Mr. Lindsay, an eminent British shipping authority, although usually very partial in his expressions, says :

"I have already shown that this superiority consisted mainly in the fact that American ships can sail faster and carry more cargo, in proportion to their registered tonnage, than those of their competitors; but their improvements did not rest here. In considering the current expenses of a merchantman, manual labor is one of the most important items, and herein our competitors, by means of improved blocks and various other mechanical appliances, so materially reduced the number of hands that twenty seamen in an American sailing-ship could do as much work, probably with more ease to themselves, than thirty in a British vessel of similar size. With such ships we failed successfully to compete; and although we have since far surpassed them in ocean steam navigation, the Americans were the first to dispatch a steamer for trading purposes across the Atlantic."

And particularly by Mr. Grantham, the British historian, as follows, can never be blotted out :

"Previous to the development of steamships, the preponderance of shipping was falling rapidly into the hands of American ship-owners. Thirty years ago one of the great objects of interest at the docks in Liverpool was the American sailing packet, and it was considered that a stranger had missed one of the lions of the port who had not visited these celebrated ships. The same prestige was felt everywhere—on the Atlantic and Pacific oceans, in India, China, and in all the best trades, American ships were most in demand.

"The navigation laws of that day, indeed, offered some limit to this aggressive course, and when these laws were to be released, the alarm of British ship-owners was general and apparently well grounded; but a remarkable change in the relative position of the two countries is now witnessed.

"The probability of this was long foreseen by those who were practically acquainted with the question; *for exactly in proportion to the progress of ocean steam navigation, especially when iron was to be the material for building ships, so would England reassert her supremacy.*"

(48)

1817. Cornelius Vanderbilt first embarked in Shipping enterprise.

Bounty or subsidy granted in Act of Congress for encouragement of our Fisheries. (See Coastwise Shipping.) The sum of which "subsidy" paid, not including rebates, to 1860, amounted to over \$16,000,000.

And yet our statesmen to-day are afraid to talk about subsidy, as though more immaculate than our forefathers in enacting of laws for American enterprise. The cry of "wolf" is not always sincere, but often to divert attention!

The famous Black Ball Line of American sailing ships was established, and of which the following old advertisement is more descriptive than any comments of to-day could express :

"OLD LINE OF LIVERPOOL PACKETS.

"TO SAIL ON THE FIRST AND SIXTEENTH OF EVERY MONTH.

"The Liverpool packets having met with general approbation and support, the owners of them have concluded to add to the number of vessels employed in that establishment; and they now intend that the following ships shall sail between New York and Liverpool, in regular succession, twice in each month from each port, leaving both New York and Liverpool on the 1st and 16th of every month throughout the year, viz:

- "Ship New York, George Maxwell, master.
- "Ship Columbia, James Rodgers, master.
- "Ship Orbit, Joseph Tinkham, master.
- "Ship Wm. Thompson, R. R. Crocker, master.
- "Ship Pacific, S. Maxwell, master.
- "Ship Jas. Cropper, C. H. Marshall, master.
- "Ship Canada, Seth G. Macy, master.
- "Ship Nestor, William Lee, jr., master.

"These ships were built in New York, of the best materials, and are coppered and copper-fastened. They are very fast sailers, their accommodations for passengers are uncommonly extensive and commodious, and they are commanded by men of great experience. The price of passage to England in the cabin is now fixed at thirty guineas, for which sum passengers will be furnished with beds, bedding, wine, and stores of all kinds. For further particulars apply to," &c.

Similar advertisements are at hand of the Philadelphia, Baltimore, New Orleans, and other lines of American Ships.

These lines established a grand record of American Merchant Shipping, and developed the genius and fame of so many American Shipyards from this date until 1855, and from which came the "Great Republic," (see page 47,) the "Flying Cloud," and many other renowned ships.

1818. The steamboat "Walk in the Water" opened trade on the Lakes. (See "Inland Shipping Conditions.")

1819. And now a record is made of a feat in American Shipping enterprise, of a page of history too little known, and strange to say, even by "Woodcroft's Steam Navigation" declared "a myth," and by many British authorities—the *London Illustrated News* conspicuous—noted with indifference, if not positive denial.

The steamship "Savannah," built the year previous by Francis Fichett, New York, was purchased by William Scarborough, of Savannah, Ga., with the expressed determination to mark our nation's Shipping with a grand record of unprecedented industry, skill, and glory, viz.: to send across the ocean, even to Russia, a herald of the genius of shipbuilding of America.

Mr. Scarborough enlisted Messrs. Sturgis, Brown, Harris, and others, of his city, in this great enterprise to revolutionize the carrying trade of the world, sanguine of success; he secured the services of Capt. Moses Rogers for command of the expedition, and desiring to show the patriotic spirit predominating at that time in his commercial home—which, sad to say, has to day, with the exception of the old house of Octavus Cohen & Co. and one or two others, passed into foreign monopoly—he named his steamship after the city of Savannah.

Could the enterprising spirit of those departed patriots but be revived to-day, that city would be relieved of its Rip Van Winkle nature and foreign influence that handicaps its prosperity and misrepresents her sons of Industry.

On May 11, (1819,) President Monroe visited her, and the city presented a fête in honor of this great event—the *inauguration of ocean steam navigation by American skill, pluck, and foresight.*

Here is another triumph of American Shipping enterprise; and yet it is asked: "Can Americans build ships?"

THE FIRST STEAMSHIP THAT CROSSED THE OCEAN.

1819.



THE "SAVANNAH."

Owned by William Scarborough, of Georgia. Commanded by Moses Rogers.

BUILT, NEW YORK, 1818.

Arrived at Liverpool June 20, 1819; steamed to St. Petersburg, and returned to Savannah in November of same year; plied for years in Coastwise Service, and burned off Long Island.

On approaching the British coast, she was supposed to be a ship *on fire*, and cruisers endeavored to overtake her, with a desire to aid *a ship in distress, as they supposed.*

Sailing from Savannah May 26, she made a notable although long voyage—explained herewith following—and arrived at England June 20. (See letter of U. S. Minister Rush.)

During the stay of the "Savannah" at Liverpool the British regarded her with suspicion, and the newspapers of England, with one accord, asserted that "this steam operation may, in some manner, be connected with the ambitious views of the United States." In fact, the most ridiculous comments were made and ideas suggested, equally as irrelevant to the existing conditions as the insinuations thrown out in the "Queries" of some person for the Select Committee.

It is strange and singular that the record of the "Savannah" is so little known in our own country. Only a few days since the writer was disputed by "a native citizen," who positively contended that it was the English who first sent a steamboat to sea.

Apropos to this point, as our people are so willing to give away their own laurels, it is well to cite some similar observation. The "American Review," Vol. I, 1845, says:

"In fact, when the 'Sirius' and 'Great Britain' (of England) arrived in New York harbor, April 28, 1838, twenty years after the exploit of the 'Savannah,' they were received with extravagant manifestations of delight; and in an editorial of the New York *Express*, April 24, (and others,) reference is made to the unusual joy and excitement in the city, it being almost universally considered as the beginning of a new era in the history of Atlantic navigation.

"The achievement of the 'Savannah' was forgotten—her skillful captain no longer lived to claim his rights; but patriotic citizens protested in the public press against losing sight of the just claims of America."

One would really think that the individual who wrote the Select Committee's series of "Questions" had reported the above article for the New York *Express*, in the interest of British Shipping, as now.

In Passage Churchyard, near Cork, Ireland, there is a monument to Captain Richard Roberts, of the British "Sirius," with the following inscription :

"This stone commemorates, &c., the merits of the *first* officer under whose command a steam vessel ever crossed the Atlantic Ocean (!)—undaunted bravery exhibited in the suppression of the slave trade, &c., recommended him for the arduous service."

—Some of our anti-American Ship advocates might as well make Captain Roberts the framer of our Navigation Laws as to try to mix the same with slavery, in the hope of recreating old prejudices to injure American Shipping. (See pages 23–25.)—

—"The thousands that shall follow in his trade must not forget who it was that taught the world to traverse, &c., the highway of the ocean (with steam.)"—

—Yes, but the world must remember it was the American Moses Rogers, and not the British Richard Roberts, and in 1819 instead of 1838.—

—"God having permitted him this distinction, was pleased to decree that the rearer of this great enterprise should be also its martyr. Captain Roberts perished with all on board his ship—the 'President,' March, 1841."

Here is a sacred epitaph engraved by the British people unjustly to one of their own as well as to the departed and deserving American sailor. How gladly would the writer of the Com-

mittee's Questions have quoted this, had he known it, to sustain British opinion! But, fortunately, a noble, fair-minded English writer, Mr. William Goodman, the author of the "Social History of Great Britain," has recorded :

"As far as this memorial hands down to posterity the good private qualities of the much-lamented and ill-fated commander, (of the 'Sirius,' Captain Roberts,) it may be very appropriate; but it is due to the fame of the United States, to historic truth, to science and to navigation, that the following facts be duly recorded, viz.: In Mr. Rush's Memoranda of Residence at the Court of St. James, 2d Vol., page 130, will be found, &c., the full log of the 'Savannah' and her arrival in America."

Thus the feat had been performed nineteen years before that of Captain Roberts.

The following extract from the archives of official papers furnishes proof to silence hereafter the misrepresentation :

OFFICIAL DISPATCH No. 76.

From U. S. Minister to England, Richard Rush, to the Department of State.

"LONDON, July 3d, 1819.

* * * * *

"SIR: On the twentieth of last month arrived at Liverpool from the United States the steamship 'Savannah,' Captain Rogers, being the first vessel of this description that has ever crossed the seas, and having excited equal admiration and astonishment as she entered the port under the power of her steam.

"She is a fine ship, of three hundred and twenty [350] tons burden, and exhibits in her construction no less than she has done in her navigation across the Atlantick—a signal trophy of American enterprise and skill upon the ocean. [This clause is especially and respectfully recalled to the consideration of the Joint Select Committee.]

"I learn from Captain Rogers, who has come to London and been with me, [hence not a 'myth,' as declared by Woodcroft,] that she worked with great ease and safety on the voyage, and used her steam full eighteen days.

"Her engine acts horizontally, and is equal to a seventy-two horse power. Her wheels, which *are of iron*, are on the sides, and removable at pleasure. The fuel laid in was fifteen hundred bushels of coal, which got exhausted on her entrance into the Irish Channel.

"The captain assures me that *the weather in general was extremely unfavorable*, or he would have made a much shorter passage; besides that, he was five days detained in the Channel for want of coal. * *

"I have the honor, to be, &c.,

"RICHARD RUSH."

Minister Rush also wrote of Captain Rogers as an enterprising, intelligent, and patriotic mariner of our country, and expressed himself anxious that he should have every opportunity to advance the interests of American Shipping.

Phlegmatic statesmen and incipient patriots may think of this to-day as an ordinary occurrence, but there was far more in it than all the record of the universe for the last quarter of a century. It has been termed (by Captain Livingston) "*a proud monument to Yankee skill;*" but we justly claim it a Southern (Georgia) enterprise; hence truly Yankee, because truly national!

Georgia may surprise the world again.

Mr. Scarborough died poor, and Captain Rogers, who had also commanded Stevens' boat, in going first to sea—because Fulton's boat monopolized New York waters by getting into the stream from dock *three days ahead*—whose nautical pluck and skill was *without rival*, was buried soon after on South Carolina's soil, and, like Rumsey, the progenitor of the motive power which he (Rogers) used so grandly to inaugurate the great international exchange of products and intermingling of peoples of the world, both died un-rewarded, and to-day almost forgotten.

An American Congress, unlike a wise British Parliament, left American commercial genius and honor and prosperity to decline in national enterprise. At this very period, and for thirty years previous, England was paying *millions* yearly in subsidy to her "sail packets."

Here is presented uncontrovertible evidence of American prestige in Shipping, that has so often been denied, as a tribute to our Southern people, and is denied to-day to our whole country.

1834. The iron ship "Randolph," sent over in pieces from the Boulton works, in England, and was riveted and put together complete in three months on reaching its owner in Savannah.

The difference now, it may be here added, is that the "Free Ships" sent over at this time are of such old or "tramp" stock, sold cheap, to destroy American Shipping, that they come to pieces after, instead of before, getting here. See Gulnare, Jeanette, &c., some of the British Coffin "Free Ships," sold off to Americans—*cheap!* we repeat. (See following evidence.)

1841. The "South Carolina," 769 tons, and the "Rappahannock" were built. "The latter was the largest merchantman ever built, at this date, in the United States." Length, 180 feet.—*Mercantile Journal, Boston.*

Macgregor, in his British "History of Commerce," writes:

"The sailing ships belonging to the United States, which sail regularly from New York, Boston, Philadelphia, Bath, and other ports, * * * are equipped in a style of extraordinary perfection and beauty and navigated with the utmost nautical skill. Those which sail between New York and Liverpool are truly magnificent, and their accommodations, though gorgeous, combine for passengers all the luxury and comfort of splendid hotels."

This record of a historian is submitted to the Shipping Committee, and to the people, in refutation of insinuations cast.

The yield of this Industry that year to our country was 123,660 tons, of which the following comprised part:

American Shipbuilding Record.

<i>Shipyard of—</i>	<i>Tons.</i>
William Brown,	1,300
John Williamson,	740
" "	350
Welch & Allen,	525
Fisher & Tomes,	500
Smith, Duncan & Comstock,	950
Brown & Bell,	1,200
" "	100
Westervelt,	950
" "	800
Lawrence & Snowden,	300
" "	900

1845. The standing of nations in Shipping at this date stood as follows, viz.:

<i>Nations.</i>	<i>No. of Vessels.</i>	<i>Tonnage.</i>
Great Britain	23,898	3,007,581
United States	19,666	2,416,999
France	18,782	839,608
Sweden and Norway	5,450	471,772
Holland	1,528	241,676
Russia	Not reported.	239,000
The Sicilies	9,174	218,198
Austria	6,199	208,551
Turkey	2,220	182,000
Sardinia	3,502	167,360
Denmark	3,056	153,408
Spain	2,700	80,000

Thus the ratio of American to British tonnage *then* was EIGHTY PER CENT. IT IS NOW FIFTEEN PER CENT.

No country has ever possessed such a roll of shipowners, combining in business enterprise and integrity all that is complete in man, as did the city of New York, at this time, with Henry Chauncey, W. H. Aspinwall, G. G. & S. S. Howland, Moses H. Grinnell, Moses Taylor, the Alsops, Cornelius Vanderbilt, (before mentioned,) and others, most of whom recognized and received "subsidy" for *Shipping*, from the Government.

It was about this period that the great shipping house of A. A. Low & Co., of New York, was established, which firm and whose ships are still world renowned; and now begins the greater era of American Shipping, through the wisdom of the Democratic Party, worthy of imitation now!

At this time, of the Democratic administration of Mr. Polk, with Mr. Buchanan as Secretary of State, and Mr. J. Y. Mason as Secretary of the Navy, it is recorded in the pages of our country's history that "British steamers swarmed around our coast, North and South, as thick as cruisers in a blockade." The history of 1776 in Shipping was repeated.

A congressional committee similar to your own was appointed to investigate this disastrous condition of our commerce and independence; and all glory to that committee, and to the Chief Magistrate of our country at that time, and his Democratic administration, this great question of American Shipping was studied carefully and practically—not rushed through hurriedly "in six days," nor looked upon superficially, but searched into thoroughly, practically, and patriotically—and the wise result of that Democratic administration is the only page of history that has never been repeated. That result was an Act of Congress, approved¹ March 3, 1847, by which large contracts were made for the construction and equipment of sea-going steamships, to be attached to the navy, and *also for other large steamships*, to be employed, after construction, in the carrying of the United States mails; such steamers to be constructed so as to render them convertible at the least possible cost into war steamers, and such contracts for the period of ten years' mail service to be made under the direction of the Secretary of the Navy and Postmaster General.²

¹ President James K. Polk, and warmly endorsed by his Cabinet.

² Since the above was written, and during the debate in Congress on the passage of the bill reported by this Joint Committee, the question arose as to the

The causes that led to this wise policy on the part of Mr. Polk and of Congress, under his Administration, was the able report, June 12, 1846, of another predecessor of this Committee—that took time to thoroughly study our shipping—led by the Hon. Thos. Butler King, of Georgia.

The wisdom of this measure is shown by President Polk in his message to Congress, December 7, 1847:

"The four war steamers authorized by the act of the 3d March, 1847, are in course of construction.

"In addition to the four war steamers authorized by this act, the Secretary of the Navy has, in pursuance of its provisions, entered into contracts for the construction of five steamers, to be employed in the transportation of the United States mail from New York to New Orleans, touching at Charleston, Savannah, and Havana, and from Havana to Chagres; for three steamers to be employed in like manner from Panama to Oregon, so as to connect with the mail from Havana to Chagres across the Isthmus; and for five steamers to be employed in like manner from New York to Liverpool. These steamers will be the property of the contractors, but are to be built under the superintendence and direction of a naval constructor in the employ of the Navy Department, and to be so constructed as to render them convertible at the least expense into war steamers of the first class. A prescribed number of naval officers, as well as a post office agent, are to be on board of them; and authority is reserved to the Navy Department at all times to exercise control over said steamers, and to have the right to take them for the exclusive use and service of the United States upon making proper compensation to the contractors therefor. Whilst these steamships will be employed in transporting the mails of the United States coastwise,

correctness of the endorsement of President Polk's Administration of the policy of subsidy for the maintenance of the American ship; and in the course of the discussion the Hon. Mr. Hammond, of Georgia, said:—(Cong. Rec., January 12, page 6.)

"Mr. HAMMOND, of Georgia. The questions of the gentleman are very numerous, but the answer to all of them is very simple. On the 3d of March, 1847, President Polk signed an act for the building and equipping of *four* naval steamships, which according to the provisions of the act must be 'first-class sea-going steamships, to be attached to the Navy of the United States.' They were to be built under the direction of the Secretary of the Navy and officered by the Navy of the United States. (See 9 U. S. Statutes, 187.) They were built as war vessels, under the grant of the Constitution to Congress of power to 'provide and maintain a navy.'"

As this represents only the first clause of the provision of said act, it happens appropriate that the full text of such provision, as written by President Polk in his message to Congress, December 7, 1847, has been here given. It was unquestionably too wise an act on the part of the Democratic party in behalf of an American industry—that would be noble to imitate—to be lost from sight, to the honor of those to whom is due the immortal fame of this patriotic act.

and to foreign countries upon an annual compensation to be paid to the owners, they will be always ready, upon an emergency requiring it, to be converted into war steamers, and the right reserved to take them for public use will add greatly to the efficiency and strength of this description of our naval force. To the steamers thus authorized under contracts made by the Secretary of the Navy should be added five other steamers authorized under contracts made in pursuance of law by the Postmaster-General, making an addition, in the whole, of eighteen war steamers, subject to be taken for public use.¹

"As further contracts for the transportation of the mail to foreign countries may be authorized by Congress, this number may be enlarged indefinitely."

"The enlightened policy by which a rapid communication with the various distant parts of the world is established, by means of American-built sea steamers, would find an ample reward in the increase of our commerce and in making our country and its resources more favorably known abroad; but the National advantage is still greater—of having our naval officers made familiar with steam navigation, and of having the privilege of taking the ships already equipped for immediate service at a moment's notice, and will be cheaply purchased by the compensation to be paid for the transportation of the mail, over and above the postage received. A just, National pride, no less than our commercial interests, would seem to favor the policy of augmenting the number of this description of vessels. They can be built in our country cheaper and in greater numbers than in any other in the world. I refer you to the accompanying report of the Postmaster General for a detailed and satisfactory account of the condition and operations of that Department during the past year. It is gratifying to find that, within so short a period after the reduction in the rate of postage, and notwithstanding the great increase of mail service, the revenue received for the year will be sufficient to defray all the expenses, and that no further aid will be required from the Treasury for that purpose."

"The first of the American mail steamers authorized by the act of the 3d of March, 1845, was completed and entered upon the service on the first of June last, and is now on her third voyage to Bremen and other intermediate ports. The other vessels authorized under the provisions of that act are in course of construction, and will be put upon the line as soon as completed. Contracts have also been made for the transportation of the mail in a steamer from Charleston to Havana. A reciprocal and sat-

¹ Here is President Polk's evidence of eighteen instead of four steamers. Should not our Representatives study more carefully the history of our past conditions and quote the same completely in historical argument, for it cannot be sympathy with foreign industries that causes perversions?

A NOBLE MARTYR TO AMERICAN ENTERPRISE.



E. K. COLLINS,

FOUNDER OF THE FIRST AMERICAN STEAMSHIP LINE TO LIVERPOOL.

The Victim of our Congressional Flighted Faith.

In his zeal to establish the best record in running time—driven also by the exactments of Congress—rashness naturally supplanted judgment, and on the 27th of September, 1854, by collision with the Vesta, the Arctic went down.

Mr. Collins lost wife, son, and daughter, and others nearest and dearest to him. Family and fortune were gone, Congress was trifling with him in financial matters, and other misfortunes followed in quick succession.

Through the six years of his contest, the tide of success ebbed and flowed to both nations. England stood firm and supported her Cunard by the heaviest grants from the British Exchequer; America weakened—deserted! In the very hour of need, we struck down Collins, by abrogating his contract, and the United States flag went down upon the Atlantic. (See page 65.)

THE DAYS OF SAIL.

Sic Transit Gloria.

THE DAYS OF SAIL.

Record of the Famous American Vessels of Black Ball Line, 1845.

Ships.	New York to Liverpool.	Ships.	Liverpool to New York.
	Time.		Time.
	Days.		Days.
North America	20	Cambridge	38
Columbus	19	Orpheus	29
South America	24	Europe	45
England	18	Oxford	35
Orpheus	22	South America	27
Cambridge	28	North America	48
Europe	36	Columbus	31
Oxford	20	England	29
New York	25	Orpheus	22
Average trip outward	23½	days.	
Average trip homeward	33½	"	
Longest trip outward, "Europe"	36	"	
Longest trip homeward, "North America"	48	"	
Shortest trip outward, "England"	18	"	
Shortest trip homeward, "Orpheus"	22	"	

THE DEVELOPMENT OF STEAM.

American Ocean Mail Steamers, 1855.

(From official reports.)

Collins Line, 3 steamers, 9,727 tons.
Adriatic, 4,144 tons. Atlantic, 2,849 tons. Baltic, 2,733 tons.

Havre Line, 2 steamers, 4,548 tons.

Arago, 2,240 tons. Fult

Vanderbilt Bremen Line, 3 steamers, 6,523 tons.
North Star, 1,867 tons. Ariel, 1,295 tons. Vanderbilt, 3,360 tons.

United States Mail Steamship Company, 6 steamers, 8,544 tons.

Illinois, 2,123 tons; Empire City, 1,751 tons; Philadelphia, 1,238 tons; Granada, 1,058 tons; Moses Taylor, 1,200 tons; Star of the West, chartered, 1,172, (contracting for a new ship.)

Pacific Mail Steamship Company, 13 steamers, 16,421 tons.
Golden Gate, 2,067 tons; Golden Age, 2,280 tons; J. L. Stephens, 2,189 tons;
Sonora, 1,616 tons; St. Louis, 1,621 tons; Panama, 1,087 tons; California, 1,085
tons; Oregon, 1,099 tons; Columbia, 777 tons; Republic, 850 tons; Northerner,
1,010 tons; Fremont, 576 tons; Tobago, 189 tons.

*Charleston, Savannah, Key West, and Havana, 1 steamer, the Isabel, 1,115 tons.
New Orleans and Mexico, 1 steamer, the Tennessee, 1,149½ tons.*

isfactory postal arrangement has been made by the Postmaster General with the authorities of Bremen, and no difficulty is apprehended in making similar arrangements with all other powers, with which we may have communication by mail steamers, except with Great Britain (!)

"On the arrival of the first of the American steamers bound to Bremen, at Southampton, in the month of June last, the British post office directed the collection of discriminating postages on all letters and other mailable matter which she took out to Great Britain, or which went into the British post office on their way to France and other parts of Europe. The effect of the order of the British post office is to subject all letters and other matter transported by American steamers to double postage, postage having been previously paid on them to the United States, while letters transported in British steamers are subject to pay but a single postage.

"This measure was adopted with the avowed object of protecting the British line of mail steamers now running between Boston and Liverpool, and, if permitted to continue, must speedily put an end to the transportation of letters and other matter by American steamers, and gives to British steamers a monopoly of the business. A just and fair reciprocity is all that we desire, and on this we must insist!"

There is no duplicity in these words of President Polk, but his ringing announcement of the necessities for subsidy to American mail steamships is in strange contrast to the striking harangues of those who misrepresent our shipping conditions in and out of Congress.

Again, the following year President Polk presented in his message the benefits reaped under this liberal policy of his administration:

"The increase in the mail transportation within the last three years has been five million three hundred and seventy-eight thousand three hundred and ten miles, whilst the expenses were reduced four hundred and fifty-six thousand seven hundred and thirty-eight dollars, making an increase of service at the rate of fifteen per cent., and a reduction in the expenses of more than fifteen per cent.

"During the past year there have been employed under contracts with the Post Office Department two ocean steamers in conveying the mails monthly between New York and Bremen, and one since October last performing semi-monthly service between Charleston and Havana; and a contract has been made for the transportation of the Pacific mails across the Isthmus from Chagres to Panama. Under the authority given to the Secretary of the Navy, three ocean steamers have been con-

structed and sent to the Pacific, and are expected to enter upon the mail service between Panama and Oregon and the intermediate ports on the first of January next, and a fourth has been engaged by him for the service between Havana and Chagres, so that a regular monthly mail line will be kept up after that time between the United States and our Territories on the Pacific. Notwithstanding this great increase in the mail service, should the revenue continue to increase the present year as it did in the last, there will be received nearly four hundred and fifty thousand dollars more than the expenditures. *

Message of December 5, 1848. "JAMES K. POLK."

Nobly did President Polk fulfill his promise to the country and the Party that nominated him to advance commerce, navigation, and agriculture.

And yet all that was then gained, the noble prestige that was then established by that Administration, was doomed to destruction by the undermining influence brought to bear upon Congress by foreign agency to reduce and finally abrogate solemn obligations in contracts. The following comparison shows the *Balance of Bounty against the American Ship in 1851, when the Ship was deserted by Congress.* (From official figures, "Ocean Navigation.")

AMERICAN MERCHANT MARINE. (Created by the Polk administration.)

Line.	Trips.	Distances.	Subsidy.	Gross Postage.	Total Miles.	Pay per Mile.
Collins	20	3,100	\$385,000	\$415,867	124,000	\$3.10
Bremen.....	13	3,700	128,937	128,937	90,000	1.34
Hayre.....	13	3,270	88,484	88,484	85,020	1.00
Aspinwall.....	24	3,200	290,000	139,610	153,600	1.88
Pacific.....	24	4,200	348,230	183,238	201,600	1.70
Havana.....	24	669	60,000	6,288	32,112	1.86
Vera Cruz.....	24	900	23,062	5,960	43,200	.67
Total per year.....			\$1,329,733	\$968,384	735,332	\$1.80 av'ge.

Total average per mile, \$1.65.

Average of five lines, \$1.80 $\frac{1}{2}$.

BRITISH MERCHANT MARINE.

Line.	Trips.	Dis-tances.	Subsidy.	Gross Postage.	Total Miles.	Pay per Mile.
Cunard.....	52	3,100	\$866,700	\$718,337	304,000	\$2.85
Royal Mail.....	24	11,402	1,350,006	534,525	547,296	2.46
Pen. and Oriental.....	24	*	1,220,000	800,932	796,637	1.53
Australian.....	12	14,000	925,000	166,408	380,000	2.75
Bermuda and St. Thomas.....	24	2,042	73,500	28,595	98,000	0.75
Panama and Valparaiso.....	24	2,718	125,000	120,334	98,000	0.98
West Coast Africa.....	12	6,245	116,250	15,980	141,880	0.62
Channel Islands.....	156	132	.....	372,150	93,440	4,184
Holyhead and Kingston.....	730	64	.....	180,790	14,560	.....
Liv. and Isle of Man.....	112	70	.....	50,160	20,800	.....
Shetland and Orkneys.....	52	200	.....	.....	.....	.....
Total subsidy paid that year.....			\$5,313,985	\$2,957,877	2,532,231	\$2.14 av

Total average per mile, \$2.10 $\frac{1}{2}$.

Average of four principal lines, \$2.39.

\$1,329,733 American vs. \$5,313,985 British Subsidy.

HEROES OF AMERICAN SHIPPING.



Will our statesmen maintain American Industry?

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THREE EPOCHS IN AMERICAN SHIPPING.

2d-STEAM SIDE-WHEEL.

THE MONARCH OF THE ATLANTIC.

1857.

"The first iron ship of their fleet (Cunard) the Persia, was dispatched to compete with the Adriatic."—*Lindsay's British Shipping*.



ADRIATIC.

4,500 Tons, THE LARGEST STEAMSHIP AFLOAT, 300 Feet Long
Owned by THE COLLINS LINE. Built by GEORGE STEERS, New York.

Launched April 7th, 1855, but owing to the trifling of Congress with the Mail Contract, the financial embarrassments of the Company prevented the sailing of this great ship until November 23, 1857.

Sold (by foreclosure) to the British subsidized Galway Line in 1861, and held the championship of the seas for years, making a record of 5 days, 19 hours from Galway to St. Johns. Owned in Russia at last accounts.

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The American ships made the best time, and became the most popular and successful.

The records of Congress show, however, that two years had not passed before emissaries from abroad and at home were undermining the line and poisoning the minds of our law-makers with fallacies of economy and with offers to cheapen the service.

The magnificent industrial struggle that followed has been fully and frequently presented by writers, and in eloquent appeals; and it is well known that England greatly increased her system of supporting her ocean commerce by (so called) subsidies, or heavy compensation, not for mail service merely, but for *national* prosperity and pride.

For awhile American statesmen were aroused, and met the contest with a like but moderated policy towards our shipping. For six years it waged manfully, fiercely, and nationally. The American flag made by far the best record for some time, but in such a contest, driven by National insecurity, through weakness of statesmen, is it surprising that anxiety and too much enthusiasm created rashness?

Alas! the pages of the Congressional Record cannot be destroyed as Congress destroyed our Merchant Marine.

Yielding to foreign influence, the majority of Congressmen abrogated these mail contracts, and, scuttled and deserted, our Merchant Marine went down on the 27th of September, 1854, when the "Arctic" sunk with commander at his post and the Washington lad, the young hero, at his gun—sending homeward the sad signal of distress and farewell, as if a premonition of the doom of American honor on the Atlantic, and a reprobation to the statesmen at the capital of the Nation, for their trifling administration and unfaithfulness in bonded agreement and national honor.¹ See remonstrances and speeches of statesmen of that day, viz: Webster, Bayard, Badger, Clayton, McLane, Hunt, Polk, Rusk, and all practical, patriotic statesmen.

Although family, ships, and fortune were lost, Collins soon put forth new zeal and built the Adriatic, still larger and grander, and which animated the English to building the Great Eastern, built 1858. But one month thereafter, at this moment of greatest need, with odds, expenses unlooked for, and losses of ships against

¹ See also following pages under heading "Shipbuilding and Shipwrecks."
5 H

American pluck, a bill was presented in Congress "abolishing the present ocean steam service, &c.," which was fought all that session of Congress, but finally passed!

Meanwhile, in 1853, the "Great Republic," of 4,000 tons, was built by our enterprising shipbuilders—the largest ship ever built.

The building of this ship seemed to create a spasmodic mania for tremendous tonnage, and in the determination to exceed us the English shippers undertook the elephantine ship of 30,000 tons, the "Leviathan," *alias* the "Great Eastern," *alias* the "Great Ship," *alias* again the "Great Eastern;" which was commenced in 1853, and not finished until 1858.

In 1861 this ship brought over 2,000 soldiers at one trip to protect the border of Canada in anticipation of trouble during our civil warfare.

The noble spirit of Collins and other of our then prominent ship-builders—Brown, Westervelt, Steers, Webb, Harlan, and Hollingsworth—struggled for the life of the American ship until 1857, when weighed down with hope deferred and national deception and bankruptcy, sunk beneath the main-topsail, the smaller shipowners were glad to sell their indiscriminate craft for civil warfare and to foreign purchasers.

If ever one special enterprise has rendered good results to our country, the Pacific Mail Steamship Company stands preëminent through a faithful service of thirty-five years; through the period of warfare this line only survived and preserved its nationality and flag, and in prosperity or adversity of our country, the nation's commercial armada, and from time to time America's lone guard on the seas. At times prosperous; at times squandered by stockjobbing management; at times on the verge of the abyss of a receiver; for a long time unappreciated and abused in unjust identity of stockholder and stockjobber; saved by one firm hand of integrity, that stood between management and a bankrupt decree in 1875-76; resuscitated through a hard struggle by a wise reorganization of a new and thoroughly commercial management, the Pacific Mail has not only maintained itself, but with the exception of the noble efforts of the Brazil service, has alone maintained the maritime credit of our country in foreign seas, and is to-day the pride and boast of the nation.¹ It is a shame—

¹ See also following pages under heading "Seamen and Nautical Education."

THE LONE PRESIDENT

OF AN

AMERICAN PASSENGER STEAMSHIP COMPANY.

Solitary and Conspicuous, Firm and Skillful.



JAMES BUCHANAN HOUSTON.

Amid the changes and trials of "Pacific Mail" for the last 10 years, through bankruptcy and calumny, the hand and mind that has guided over the breakers into waters less tempestuous, the captain that has stood on the bridge through storm, and still directs the only fleet of steamships in foreign parts under

THE AMERICAN FLAG.

With a nautical and scientific education, an ex-Naval officer and descendant of the gallant Truxtun, a successful financier, and able disciplinarian, no one was more qualified for this peculiarly severe but successful struggle.

THREE EPOCHS IN AMERICAN SHIPPING.

3d-IRON STEAMSHIPS.

SHALL AMERICANS OWN SHIPS?"!!!

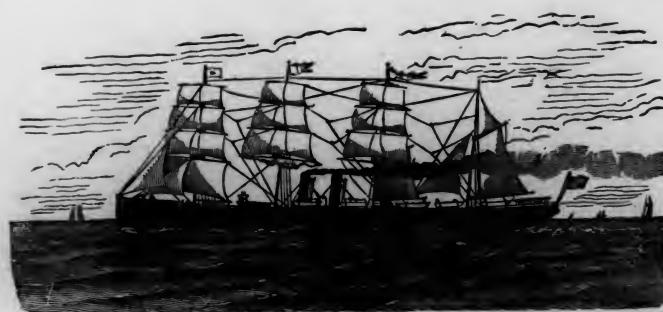
YES! IF CONGRESS IS WISE AND PATRIOTIC!

NO! IF CONGRESS LISTENS TO THEORISTS

AND

FOREIGN AGENTS;

Or to the "glittering generalities" of those who apply dead literature
to live Industry.



"CITY OF PEKING" AND "CITY OF TOKIO,"

PACIFIC MAIL COMPANY'S STEAMSHIPS,

THE FINEST IRON STEAMSHIPS AFLOAT.

Length.....	423 feet.
Breadth.....	48 "
Depth.....	38 "
Capacity.....	5,500 tons.

BUILT BY JOHN ROACH & SONS,

1873.

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a burning shame—that the reward for such service has been the abrogation of National or rather Congressional faith. With heavy competition from the English and French companies, which are richly subsidized under long contracts, bringing and carrying, via the Suez Canal to and from our Atlantic side, merchandise at lower "through rates" than can be obtained via San Francisco to New York, the Pacific Mail Steamship Company has had to contend.

In presenting this consideration and illustration of the fruits reaped by that wise provision, the harvest of the labor of that practical and far-seeing Committee—in seeing what that harvest was, or what would have been the impotent condition of our country, even through that decade, that shed a halo of glory for once over the American Ship—let us look also at the analogy of that period with the present.

"History has truly been repeated!"

And why? Not only do British Steamers swarm in our ports North and South, on our Eastern coast, but such steamers are today evading our Consular Officers on the Pacific coast, by clearing from San Francisco for Victoria, and running from there, indeed, even directly from San Francisco, to Portland, Oregon,¹ and there seems no redress for this abuse of our Coasting laws—those terrible so-called restrictive laws for which appeal is made to you for repeal—for they are imperfect, as shown in the dodging of the law and Customs Officers by those vessels in falsifying their clearance invoices.

It is the same circuitous dodging practiced so long between our Southern ports and the West Indies by British Ships—repeated even now.

The control of our own Commerce has been wrested from us again—entirely on the Atlantic, and almost entirely on the Pacific; our ports, their entrance, condition, advantage, and weakness are known only—as a thoroughfare and familiarly—by foreign Seamen, while we sit, in investigation, and complain, without the manliness of a nation to repair our condition and restore our honor as a maritime and commercial people, by unfurling our flag upon the seas. This inertness, you have been told, is

¹The British ship *Sardonyx* is breaking and dodging our navigation laws at this time on our Pacific coast, thus spoliating the trade of our Oregon line, without fair competition.

because we, as Americans, want to build American ships, and to develop American Industries! Was there ever greater duplicity?

Not only must it be evident that this pretence is untrue, but the absurdity thereof and falseness are so apparent that they should immediately suggest a deeper research into the true condition of the cause of such a result.

Again and again, history records, one Committee after another, appointed to investigate these conditions; that any year (since 1865) might have, or may to-morrow involve us in the most embarrassing relations, and make us not only ashamed of our dependence, but also the abject subjects of foreign adversaries, and we are told that our only help is in patronizing foreign shipbuilding! It is folly to look at these conditions merely in a commercial light—as individual or industrial questions simply—it is a question of the most vital importance to the perpetuity of our national existence *that we build our own Ships*—that we may know how, if we do not know now, as asserted, and be able to build them when necessary in emergency.¹

No nation has ever prospered permanently without shipbuilding enterprise.

No nation has ever, nor could have ever, developed such prodigious power, such monopolizing control, influence, and financial benefits to the whole people, and under so many international complications, so many home dissensions, so many years of agricultural famine and dependence—as has been the peculiar and steady decline in that Industry in Great Britain for the last quarter of a century—without shipbuilding thirst.

This was the diplomacy of England abroad, the charitable industrial schools and homes of her working people at home, and the sceptre of her prosperity and power, that draws the trade of the world to the center of her small domain, London—from Yokohama to Suez or to Cape of Good Hope, from St. John's to Magellan—around that rich trading coast, wherever trade can be found or built up in any part of the globe, “it is carried to London,” which the shipbuilders of Great Britain have made the grand commission depot of the world.

The theories of Adam Smith and of all advocates of “generalities” of principles, whether of so-called free-thinkers, free traders, or protectionists, and especially of advocates of Free Ships, (see *Booty*), are as empty and absurd, when given in argu-

ment, in application to England’s prosperity and power as it would be to assert that her soil had deteriorated in its fertility from the application of such economic laws.

It is shipbuilding that has employed her people, that has yielded great results to her people, that has increased the earnings of all other trades of her people, (see powerful argument of Mr. Giffen, President British Board of Trade, under “*Bounty*,”) that has returned ten-fold to both people and Exchequer for the liberal subsidies granted as investments for such results; and that power has been developed and is still kept alive by granting such subsidy, “*bounty*,” or whatever it may be called, as will be seen by reference above given.

It is this circuitous, this concentrative power in trade, drawn to a focus, to London, that is the secret of her diplomatic, commercial and financial success and prosperity. Does it not pay a nation then to subsidize, not shipbuilding, but shipowning? to return a *quid pro quo* for something given to government and people—to pay honestly to an American ship for carrying our mails, as we pay for such service over land? Is it honest to deny such fair payment—for the United States Government at present, through the wily interventions of hired foreign agents, does not now pay sufficient for cartage from post office to steamer, (see “*Bounty*,”) and yet withholds a “*clearance*” from a ship of American birth. Such refusal is imposition and subjugation under outrageous discriminations in favor of the ships under foreign flags. This outrage in our Statutes shows the fine interlineation of a hireland’s hand, of which the American people are not but will soon become aware, and hold responsible those who have permitted such handicapping, injustice, and paralyzing effect upon our passenger mail steamships, the cost of supporting which is so much increased over packet lines by the necessary expense of luxurious comforts, speed, &c. (See following pages, *Mail vs. Packet Lines*.)

It is then the existence of the ship after being built at home that needs simply proper and just remuneration, for services rendered, to revive American Shipping, thus combining the interest of the laborer and the merchant—a concentration of home power in home Industries and in home thrift.

This great combination is overlooked or misunderstood by our people and Congress, but not by the sly agents who trade away

American honor and live by their misrepresentation and perversion of facts.

It is the same rivalry that took from our heroes, the Steers Brothers and Stevens, the "prize Yacht cup" of England, in 1851, and that, in the justice and nobleness of her character, the Queen repaid by a personal present, thereby shaming the unfairness of her subjects to our yacht "America."

The remarkable foresight of *that noble statesman of Georgia*, Thomas Butler King, told in 1848 to the American people the whole story of to-day in the following forcible words :

"It is sufficient to show that they (British statesmen) are resolved, as far as practicable, to monopolize the intercourse between these two important points. This movement shows clearly that the time has arrived when we must decide whether we will yield this essential branch of navigation and this indirect means of extending our naval armaments to our great commercial rival, or whether we shall promptly extend to our enterprising merchants the necessary means to enable them to bring to America energy, enterprise, and skill into successful competition with British sagacity and capital. Of all the lines of sailing packets which cross the Atlantic, not one is owned in Europe, and it is not doubted that American merchants, properly encouraged, will assuredly excel in them as they have done in sailing vessels; and when we reflect that this may be accomplished to the mutual advantage and advancement of our commercial and military marine, it would seem that *no statesman ought to hesitate for a moment* to give his support to a measure which is demanded alike by prudence and the necessities of our position."

Now and then great men have gone before Congress to appeal for justice in fearless advocacy of the truth, in the face of abuse from those unpatriotic interests, which are threatened by every proposed revival of American Shipping.

Of such men whose names will live forever and increase in fame and in the affection of our people, is that of Thomas Tileston, whose full-length portrait in the council Chamber of Commerce, New York, looks down suggestively upon its members in session, and indignantly upon those who misguidedly, thoughtlessly, or willfully prate and disseminate the theories and fallacies of those insidious agents, whose interest it is to paralyze our Industry, by attempts at ridicule against the fostering care of Government, that they may barter away the birthright of the American Ship, and convert New York Harbor and other of our seaports into grand "orphan" asylums, for the encouragement of tramp ships from abroad, thereby creating idleness and ruin at home.

Had Mr. Tileston lived, his earnestness, courage, and judgment, together with the magnetic influence he possessed, would have aroused statesmen and merchants to defense of American rights, ability, and dignity, which he knew so well can never be preserved unless we build our own ships.

THE AMERICAN TYPE

OF

Mechanic, Journalist, Orator, Banker, and Merchant Shipper.



THOMAS TILESTON,

(SPOFFORD & TILESTON,)

1822—1864.

Founder of packet lines between Boston, New York, Cuba, and South America.

"Although I have passed the age of three score and ten, I hope to live to see steamship lines established between New York and Rio de Janeiro and San Francisco and China, and with this beginning, we may then extend our lines to Europe and other places. * * * For, as matters now stand, England has the advantage over us. For instance, merchant in Rio de Janeiro requires an invoice of China or Calcutta goods; does he send his order to New York, where these goods can be procured in bond as cheap and on as good terms as they can be purchased in Europe? No! for the very reason that before his order could reach New York, these goods might actually be on the way to him, by means of the regular steamship lines plying between England and Brazil. *And what is applicable to Rio de Janeiro is equally applicable to other ports where her (England's) steamship lines have, under a liberal and wise policy of that Government, been established.*"—Extract from Memorial of the New York Chamber of Commerce to Congress, presented by Tileston, Chairman Committee.

ALAS! CONGRESS DID, BUT ALSO UNDID, the good work, and to-day we are in the same ignominious condition.

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RESULTS FROM A LIBERAL AND WISE POLICY URGED BY MR. TILLESTON.

President Polk, in his message, December 5, 1848, reported the benefits reaped under the liberal policy of his Administration, (see page 27,) viz:

"The increase in the mail transportation within the last three years has been 5,378,310 miles whilst the expenses were reduced \$456,758; making an increase of service at the rate of 15 per cent., and a reduction in the expenses of more than 15 per cent."

"It is gratifying to find that, within so short a period after the reduction in the rate of postage, and notwithstanding the great increase of mail service, the revenue received for the year will be sufficient to defray all the expenses, and that no further aid will be required from the Treasury for that purpose."

A page of "history that has (not) been repeated," and cannot be wiped out.

Remarkable benefit rendered by the Pacific Mail Steamship Co. to the Treasury of the United States in ten years, 1867-1876.

Income derived from Mail Steamships.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	Total.
Increased duties on customs at San Francisco alone (current- cy).....	\$800,000.00	\$504,000.00	\$660,000.00	\$1,130,000.00	\$539,770.45	\$606,587.73	\$39,285.57	\$81,446.10	\$699,550.14	\$5,870,689.99	
Gross Rec't Is. &c. Postage, etc.....	\$35,560.00	45,000.00	60,000.00	12,600.00	10,000.00	6,329.62	28,269.82	31,206.36	25,606.05	18,078.36	162,000.00
Duty on coal con- sumed, "tax....."	7,000.00	10,000.00	15,000.00	17,000.00	19,000.00	5,847.82	7,429.17	5,942.74	5,510.95	8,494.66	104,405.94
Tonnage tax.....	8,325.00	11,385.00	16,000.00	16,555.00	19,075.00	681,947.80	632,296.72	376,443.67	842,653.10	726,753.16	6,391,593.05
Expend'd for mail transportation.....	63,881.00	676,375.00	610,327.00	716,840.00	1,107,671.00	500,000.00	500,000.00	500,000.00	500,000.00	500,000.00	4,583,333.33
	208,433.33	376,000.00	500,000.00	500,000.00	500,000.00						1,808,259.72
AMOUNT OF INCREASED REVENUE, over and above Subsidy or Bounty.....											

(See also page 106.)

NATIONAL OUTGO—WITHOUT AMERICAN SHIPS!

Products exported to Great Britain <i>in excess of imports 1872-1881</i>	\$2,519,673,000
Specie exported to Great Britain <i>in excess of the amount imported, 1872-1881</i>	132,606,000
Paid to British ships, 1872-1881.....	1,600,000,000

(See extracts from letter of Secretary of State, following pages.)

Total outgo—*(for what return?)*-----

\$4,152,179,000

THE AGE OF IRON.

"Who ever heard of floating iron?"
"An iron ship—it's contrary to nature!"

Such was the doubt of the world.

Virginia was the first of the American colonies in which iron was found, worked, and pronounced in England "of equal quality to any in the world." But iron was ignored for the easier pursuit of tobacco, or the James river would have been the Clyde of America—and may be yet!

While we are willing to concede to Great Britain the credit and fame of the development of this great Industry, as also that of the steam engine, the genius of our Stevens and of our Stockton, if properly encouraged and aided by foresight in our statesmen—as were the progenitors of this greatest of products in England—our record and condition would have been in the screw propeller and iron ship what Rumsey and Fulton recorded for steam navigation.

To Stevens, Allaire, Collins, Thurston, Sharpe, Morey, Stockton, Ogden and others, our country owes much; yet while England pensioned those of her sons who endeavored to develop steam navigation, American geniuses have been left to struggle and die poor, unaided, unrewarded, aye, unremembered—Rumsey especially—without monument, without any recognition but criticism and derision, often, for the public benefit rendered.

Although the first iron ship of this country was built by Harlan & Hollingsworth in 1843, it was not until 1870 that rolling mills of adequate capacity, and heavy machinery sufficient for the building of large iron ships were provided in our country. The first iron ship was built in England in 1836; and the British Lloyds accepted the "Sirius" in 1837 and the "Iron-sides" (British) in 1838. Captain Stockton, of our Navy, ordered, in 1839, a small iron screw steamer in England, and sent her home as an experiment and curiosity in American waters, but, unfortunately, his endeavor failed to animate his countrymen. In 1840 iron for ships was earnestly advocated in England, "in deference to the Right Honorable First Lord of the Admiralty, then Chancellor of the Exchequer," but was not perfectly utilized until some years after. The knowledge, however,

was acquired, and British statesmen foresaw the advantage, and abolished their navigation laws in 1849, in order to invite the world thither to a ship market, because a monopoly was already established of iron ship building and of the carrying of foreign trade.

This was the cause; this was the "principle of political economy;" this was the philanthropy that moved the abolition of the British navigation laws, and which took effect January 1, 1850.

The "free-ship" laws and the commercial laws of Great Britain were antipodal in their nature—the former, monopoly; the latter, dependence, neither of which peculiarities applies to American conditions.

The iron foundries of our country were inadequate and apparently incredulous to this new and greatly extended field for their Industry.¹

The Allaire works were established in the early part of the century—the industrial *Alma Mater* of Mr. Roach, who has developed more and given more each year to our country by his enterprise and skill than the Allaire did during its whole existence—and also the "Novelty," "Vulcan," "Fulton," "Morgan," the "Penn," (Reany,) and others. All, more or less, were watchful of this new application, but were content to pursue the even tenor of "the old way" of building ships.

¹ In referring, a few days ago, to the very valuable report of the Honorable Mr. Hewitt on the "Depression of Labor," House Mis. Doc. 29, 1879, the writer observed, for the first time, the following, as a note to the testimony of Mr. C. H. Marshall, page 259, and purporting to be taken from an "Address of Charles H. Marshall, February 19, 1878," commenting upon some tabulated official figures given by the writer:

"The following table, taken from a little book called 'Our Merchant Marine,' written by Mr. Charles S. Hill in the advocacy of subsidies, and in the interest of certain shipbuilding yards in this country."

It seems very singular that that gentlemen should have commented upon a matter that he knew nothing about, and thus make such a misrepresentation; and it is not creditable to the high reputation that gentleman bears to do such an injustice, as it is well known by some of Mr. Marshall's friends that the work was prepared and printed before any one but the writer knew of the intention.

It is the same reflection thrown at every advocate of American Shipping.

The writer's inheritance in American Shipping antedates that of Mr. Marshall, (of 1817,) and it was, therefore, with the greatest interest and pleasure that Mr. Marshall's address (referred to) in the Convention at Washington, February 18, 1878, was listened to; but had the above assertion been made at the time alleged, it would have been refuted immediately and proven to be untrue.

Why American iron founders were so slow to see the great advantages of iron and of the screw to the ship, and so neglectful of the opportunity to grasp the benefits within their reach, at this period, when the Polk administration was so patriotic and ready to stand by them—and, especially, why the Novelty works did not in 1865–1867 build iron instead of wooden ships—is an unwritten page of history that contains the explanation of British monopoly of our commerce, of our ports, of our birthright, in Industry of the prestige of American Shipping. The excuse of incredulity cannot be accepted; it is not American. The sanguineness—aye, call it proudly "visionary enthusiasm"—of Rumsey, Fulton, Livingston, Roosevelt, Stevens, Rogers, Scarborough, as has been shown, was an incentive less reasonable and more derided in their day; hence it is to-day incredible that the abundant and versatile inventive genius of America—our boasted brain capital—failed to utilize the scheme and the occasion.

But to pardon the omission in 1845 is not to pardon the omission in 1865.

The Novelty works, to which large contracts were given for building our Pacific line of steamships, knew or should have known better than to have built wooden crafts, that were sure to bring disgrace and decrepitude upon our national Shipping reputation, for *our Shipping is a national Industry; and as Congress is bound to aid it, so also are our shipbuilders obligated to sustain our national honor by the development of their genius in developing and enterprise, in continuing the prestige of American Shipping.*

The pioneer developers of iron shipbuilding in our country are Mr. Cramp, Mr. Harlan, Mr. Roach, and Mr. Reany, and to these iron kings of industry and indomitable zeal our country owes a debt that Congress cannot repay, even in millions.

At last we have a prospect of recovering some, if not all, the ground that we have lost; but it requires the mutual determination and coöperation of our Congress with our own and not foreign shipbuilders.

The first Iron steamer built in America was the "Bangor," built in 1843 by the Harlan & Hollingsworth Co., of Wilmington, Del., the first firm to combine the shipyard and the foundry in the United States—an honor more creditable and patriotic on account of the omission on the part of other old works, (as mentioned above,) and of the wisdom and firmness essential under the

surrounding discouragements. The firm was established in 1836, at which time Mr. Pusey was a member of the firm, but soon retired, and in 1858 Mr. J. Taylor Gause, who had so long been connected therewith, became a partner, and is now the head of this thriving and splendidly equipped iron shipyard of the Harlan & Hollingsworth Co.—with a Dry Dock, of Simpson's patent, capable of taking in a vessel of 340 feet in length. And yet British historians and journalists write to-day in London, and these agents in this country write in our daily journals, that American shipyards have "no facilities for building or docking."

Every Industry, from miner and workman to architect and engineer, is herein employed—concentrating nearly fifty trades—and has developed from an area of about two acres of ground to a frontage of 2,800 feet, on both banks of the Delaware.

The late head, the venerable Mr. Samuel Harlan, died in Europe a few weeks ago.

The firm of William Cramp's Sons was established in 1830, and although it was not for some years after that the facilities of iron shipbuilding were developed, this house looked with just pride to its claim as one of the oldest shipbuilding firms in this country.



WILLIAM CRAMP,

Founder of the firm of William Cramp's Sons,
1830.

By 1860 this firm had so greatly developed their foundry works and ably applied the solid advantages of iron shipbuilding, that they were enabled during our late civil war to build the most powerful ironclads that the world has known. It was from this yard that came, and by this firm that was built, that powerful floating battery, of eight guns broadside, called the new "Ironside," that was unquestionably the most terribly destructive instrument created during that terrible conflict.¹



THE NEW "IRONSIDE,"

(The death monster of Battery Wagner, Charleston Harbor.)

1863.

Americans can build Ships—let them try!

¹ Of the fearful death results of this ship in its bombardment of Battery Wagner, Morris Island, Charleston Harbor, in July and August, 1863, the writer bears personal testimony as one on artillery duty at that point. The nearing of the several Monitors for the evident purpose of opening fire—even in concert of action with the land batteries of the Union forces—was regarded with comparative indifference to the approach of this Ironside "death monster," as we termed it, that so frequently ricocheted her full broadside upon our sand fort, shaking the Island to its very center, always striking with remarkable accuracy upon the same point, caving in our forty-foot traverses, and temporarily burying us with an avalanche of sand, or sending so frequently the forms of many noble comrades in fragments into the air. Hallowed be their memory!

England may boast of her programme of ironclad ships which shook the foundation of Alexandria, but the world will quake wherever this American ship opens her broadside port-hole in naval action.

It was this firm that built the splendid ships for the American Line,¹ of Philadelphia, which, although so entirely complete and staunch, have recently been converted into freight packets, because of the impossibility to make a *passenger mail line* pay expenses peculiar to such service. The Penn Works, (Reany & Co.) of Philadelphia, established in 1838, are also building iron ships that can class with the ships of the Clyde.

The Philadelphia and Reading Railroad Company recently built extensive works for building iron colliers, but abandoned the idea.²

The spirit and judgment that was not only conspicuous and greatly beneficial to the Pilgrim Fathers in Governor Winthrop, in 1630, is peculiarly, conspicuously alike in Mr. John Roach, our great (iron) shipbuilder of to-day. What Governor Winthrop did for the Colonies Mr. Roach has done for our country, and he deserves the deepest gratitude of our countrymen, and their posterity will read in the pages of history, as lasting as our country's fame—when their interested traducers will have passed from notoriety as they pass from sight—encomiums to their enterprise and determination in so advancing American Shipping to the standard of A1, and in model, comfort, and completeness, unequaled in the world.

There is to-day but one iron shipyard in Great Britain that even equals this burgh of every Industry. Mr. Roach built up the Etna Works by degrees, and has since bought the machinery of the Allaire; also, in 1868, the Morgan Iron Works; and further, in 1872, he developed his grand shipyard at Chester.

The iron tonnage built in the yards of these three largest American shipbuilders has been as follows:

	Tons.
The Harlan & Hollingsworth Company-----	64,696
William Cramp & Sons-----	64,397
John Roach & Son-----	146,693
 Grand total-----	 275,586

If those shipyards are blamed for the small amount of tonnage

¹ See "Shipbuilding Conditions."

² Since the above was prepared, these works have been purchased by Capt. J. J. Gorringe and others, and active Industry has been established.

The Most Abused, yet the Best, Friend of American Labor AND AMERICAN SHIPPING IN THE UNITED STATES.



JOHN ROACH.

When we read in the mistitled but able work on shipping by Mr. Wells, page 5, that "nine-tenths of the Colonial merchants were mere smugglers; that one quarter of all the signers of the Declaration of Independence were bred to commerce, to the command of ships, and to contraband trade; that Hancock, Trumbull, (Brother Jonathan,) and Hamilton were known to be cognizant of, or participants in, contraband transactions, and approved of them; that Hancock was the prince of contraband traders, with John Adams as his counsel," is it not natural to hear those who admire such caricatures, chiming in similar abuse of the man whose energy, earnestness, and integrity have developed American shipbuilding, and whose pay roll contributes \$32,000 per week to American labor?

HISTORY OF THE PAST AND PRESENT.

MESSAGE

PRESIDENT WASHINGTON, JANUARY 16, 1794.

I transmit for your information certain intelligence lately received from Europe, as it relates to the subject of my past communications.

GEORGE WASHINGTON.

The following is an extract from such :

* * * * *

"To force ship-building is to establish ship-yards; is to form magazines; to multiply useful hands; to produce artists and workmen of every kind, who may be found at once for the peaceable speculations of commerce and for the terrible wants of war."

"To force ship-building *at home* is to augment navigation, by the necessity of seeking timber [to-day, iron]; is to increase vessels for transportation; is to augment the number of sailors; is to augment the benefits of freight; is to centuple our exchanges, our commercial relations, and our profits."

"For a navigating people to purchase its marine afloat would be a strange speculation, as the marine would always be dependent on the merchants furnishing them. Placing, as a reserve, with a foreign nation, or in a foreign ship-yard, the carpenters, blacksmiths, calkers, sailmakers [and, far more to-day, ironmongers], and the vessels of a nation, would be a singular commercial combination! We must, therefore, build them for ourselves."

Although not the words of Washington, by the above message he endorsed the sentiments as his judgment and advice. Were he President to-day, and this his message, (see American State Papers,) some of the New York papers would editorialize him as a jobbing and subsidist.

here exhibited, it is the fault of Congress, and not, as insinuated, inability! There are but two pleas for such an assertion as inability—want of full information or wilful misrepresentation.

If these ship-yards do not largely increase this amount proportionately, yearly, hereafter, the fault will rest upon the failure in the harmony of your Committee's report.

OUR PRESENT MERCHANT MARINE—IRON AND WOOD.

Registered Vessels of the United States, 1878–1882.

Kindly furnished from the office of the Register.

	1878.		1880.		1882.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Steam vessels, wood-----	130	91,815	88	56,462	81	51,588
do. iron-----	43	79,023	44	90,142	53	102,982
Total steam-----	173	170,838	132	146,604	134	154,570
Sailing vessels, wood-----	1,863	1,459,747	2,245	1,205,115	2,049	1,135,636
do. iron-----	1*	462	1†	1,091	2	2,088
Total sail-----	1,864	1,560,209	2,246	1,206,206	2,051	1,137,724
Total registered vessels---	2,087	1,629,047	2,378	1,352,810	2,185	1,292,294

*Lost.

†British wreck redeemed.

Bark Annie Johnson, iron, 997 tons, is enrolled at San Francisco. There are two sailing vessels of iron, with total tonnage 81 tons, enrolled at New York.

Of steam, six ships, (wood,) 531 tonnage, are on the lakes.

Of sail, twenty-two ships, (wood,) 8,847 tonnage, are on the lakes—hereafter to be deducted from Merchant Marine.

The events connected with the United States and Brazil line under the administration of 1865–1875, and the efforts made since, at heavy personal loss to re-establish that service, are fresh in your minds, and, it is to be hoped, fully appreciated as to the facts rather than the fictions written in essays and books in the interest of the foreign lines that now make a circuitous line between that country, the United States, and Great Britain.

It has been published in an anti-American steamship argument that "since the withdrawal of the Roach monthly steamer between New York and Brazil, two lines of steamers carrying

the British flag have come on in its place, carrying merchandise at lower charges and the mails as promptly and more frequently."

This is so absolutely incorrect that the soft expression in favor of the foreign line can only account for the misrepresentations. So contrary is the fact, that such service takes, and indeed our United States Minister was, three months en route; and where now are those steamers?

So deeply interested in the condition, the progress, and the chances of our shipping are our friends across the waters, that every action is watched and reported, every result cabled the same day, by order of high authority, and obedience by subordinates and agents. 'Tis strange, but true.

The befriender of the American ship is looked upon with dislike; the indefatigable American ship-builder is hated, abused, and misrepresented, officially, semi-officially, and privately, as the following will, in a single evidence, of many evidences at hand, prove:

[From the British Trade Reports of June, 1880.]

AMERICA ATTEMPTS TO GAIN FREE MARKETS AND OCEAN CARRYING TRADE.

In my report on the American Carrying Trade, which appeared in Trade Reports, current number 17, 1878, I pointed out the means taken to further this. Mr. Roach, the ship-builder at Chester, in Pennsylvania, had then tried, but ineffectually, to obtain from Congress a subsidy to enable him to extend American trade with Brazil, he having acquired one from Brazil of \$100,000 per year for ten years. Mr. R. has again renewed his attempt on Congress, &c.

And yet American statesmen stand idle or permit our great shipping interest to lie dormant, to be possessed by foreign skill, foreign capital, and profit from foreign subsidy, with picking of bones from our own penny-mail payments.

Why are our most indefatigable manufacturers ridiculed and abused abroad and, sad to say, at home, when their lives are exemplary and their characters, noted for integrity and honor? Why is Mr. Roach thus signalled out in a reflecting manner for his enterprise? With indomitable perseverance, remarkable ability, and sanguine faith, he has labored nobly, patriotically, and successfully, and can challenge the world to

excel—even to-day—his iron ships, the Pekin and Tokio. For years the British Lloyds and all foreign commercial interests—of the writer's personal knowledge—endeavored in the Asiatic ports and in our own ports to decry and belie these steamships by the most wilful misrepresentations, and were aided in this effort by stockjobbing operations in Wall street; but, nevertheless, time has worn out the falsehoods; but those noblest steamships *afloat* have worn out time and defy all calumny that has caused such queries as that appearing to—because it actually did not—emanate from your Committee, viz.: "Question 1st. Why can not this country build iron * * vessels?"

This great industry is now struggling grandly for existence. Senators and Members, will you, like the far-sighted British statesmen, develop it, or like their adversaries, aid in destroying its existence?

Every investigation of Congress has strangely ended in conclusions more adverse to the petty features of those conditions that handicap American Shipping, viz: fees of consuls,¹ who are almost starved already; the fees of the tempest-tossed pilot,² local and tonnage fees, and many other small points, rather than in finding the true cause in sensible and scientific study of the real non-apparent obstacles, and the means for removing such causes.

In fact, there has appeared to be more a desire, on the part of investigating committees, not to find out the true cause than to really ascertain what has been the impediment.

Some few patriots—in every Congress—have repeated the endeavor, and considered, with spirited discussion, the yearly favorable Report of the Committee on Post-roads, looking to the revival of our Merchant Marine, but each effort has been met by a rush thitherward of notorious foreign agents, and with misrepresentations made to the majority of Senators and Members. Defeat has resulted through these emissaries of foreign Steamship Lines or Agents of foreign capital—lobbyists, partners, agents, or consignees of foreign houses—who have found it more profitable to act thus under a foreign flag rather than to bear the yearly losses and deterioration of their business under our shipping condi-

¹ See Exhibit of Consular Fees.

² See following pages—"Pilot Fees."

tions. From the want of appreciation of our Congressmen, each one of such bills has been defeated.

When your Joint Committee was appointed, and the names that comprised the Committee were heralded throughout the country, there was a thrill of joy and a hope of relief indulged and expressed from our seaports to the interior of our land.

The country remembers those eloquent and patriotic words by the distinguished Representative from Maryland, Mr. McLane, who, thirty-one years ago, in the House of Representatives, while defending a Bill for the Encouragement of Building our own Ships, said :

"I have voted and will continue to vote to give a liberal donation, a liberal sum of money to carry the mails between New York and Liverpool, between other cities and foreign countries, where foreign lines have established lines. I can well conceive that the nations of Europe would establish lines from our coasts to points in Europe, which would be ready to act on the offensive. * * Though the contracts that existed are loosely made, I for one am willing to stand by those contracts and sustain them. I will maintain them against the world, if need be. I am quite willing to see this Government interposing to protect its citizens against the monopolies established by Great Britain, France, or any other foreign country."

And also, and particularly, the many brilliant and pathetic appeals, in patriotic strains, that have echoed through the walls of our Capitol, and reverberated throughout our land, from the distinguished Representative of New York, Mr. Cox, in eloquent demands for protection of American citizens abroad, American rights, American life-saving service, American labor, and indeed, all that is American—that he is expected by every American to be a "protector" of American Industries—especially of the American ship, which combines all Industries—and that glowing tribute of his to our past laurels and prestige, and the hope given for the future, is fresh in the ears of our people.

"For reasons not necessary now to elaborate, connected with the models, proportions, size, and lading of vessels, the percentage of total loss in the American Mercantile Fleet is, to our credit, only about one-half of the British marine. Strength and buoyancy to carry safely upon the sea are indispensable conditions to human security and profitable trade. The time is not far distant, I trust, for the old renown of our American Shipping **UNDER LIBERAL POLICIES.**"

Here is the key-note given. "*Under liberal policies,*" most truly said, only, can American Shipping be revived.

That hope indulged and enjoyed for a season has, always, soon been dispelled and gladness turned into disappointment and sorrow. Such "history has been yearly repeated!"

The series of questions, issued only a few days after the announcement of the appointment of your Joint Committee, at once threw a shadow of prejudice, unfortunately—no matter how unjustly—over your deliberations, from the peculiar converse tenor of their phraseology.

They were the same old familiar evasions and perversions—instead of open inquiries—that somehow come out in stereotyped expression at every "Investigation ordered to search into the Condition of our Shipping," and appeared in three of our daily New York journals.

It was evident that these questions were not matured by any one of your honorable body, and it appeared useless to argue the subject upon interrogatories that actually prejudged conclusions.

Since reading, however, the telegraphed extracts of the testimony being given before your Committee, in New York, by the Shipping Commissioner, whose office is one of the encumbrances or burdens upon our Shipping and Shipowners; and also of the consideration by your committee of a "prize essay" that emanated from an academic contest, rather than from the practical experience and wisdom of old seamen, and also of a declaration from one who has given his whole vitality, physically and mentally, for the last quarter of a century, to British Shipping interests—or so-called free ships—and who has done more harm to American Shipping and made more misrepresentations thereof than any other living man—that he represented fifty millions of people, but has not a dollar in American Shipping or American Industry; it becomes the duty of everyone to make an appeal to your Committee to ascertain truth, by a deeper research and a longer consideration by your able members into a politico-economic question, that is second to none in importance to the present and future prosperity of our country.

When such a declaration is made that Subsidy is not demanded, and that Free Ships are needed and wanted, for whose interest is the appeal made? Not in the interest of men who are, and who

represent American commercial interests! The official records of our country stamp a most pronounced refutation upon such assertions.

Are you to believe such loose assertions as the foregoing, or the appeals of men East and West, who have publicly recorded their remonstrance against and denunciations of such misrepresentation and of such Congressional tergiversation, when the anacondas hissed at American shipping and the weak minds were influenced to believe in punishing the Pacific Mail Steamship Company because the stockjobbers had seized and pillaged her treasury.

The "voice of the people"—part of our 50,000,000—here speak, not by proxy, but for themselves, and representing the pure business of the country, appeal for "Subsidy" or bounty without fear or mumbling:

43D CONGRESS, 1st Session	SENATE.	Mis. Doc. No. 102.
	HOUSE OF REPRESENTATIVES.	Mis. Doc. No. 275.

Remonstrance of California Merchants.

MAY 11, 1874.—Referred to the Committee on the Post-Office and Post-Roads and ordered to be printed.

SAN FRANCISCO, CAL., May 8, 1874.

To the honorable the Senators and Representatives to Congress from the Pacific coast, Washington, D. C.:

The policy of the California Legislature in regard to the Public Mail Steamship Company subsidy is suicidal, the result of temporary infatuation. If confirmed by Congress will involve the loss a large portion of the oriental trade to American shipping and throw it into the hands of subsidized English lines, which, with the aid they receive from the British government, can carry, via Suez and London, at little more than half the cost by American lines running direct to this port. The Peninsular and Oriental English Company have a subsidy of over \$2,000,000 per annum, making it impossible to compete with them without this further subsidy. The refusal of Congress is almost tantamount to a surrender of the carrying trade to the English, and a loss of a large portion of the direct trade to this port. Since the establishment of the China line our trade increased from one thousand tons tea in 1867 to over ten thousand tons in 1871,

and other merchandise in proportion. To provide for further increase pending the construction of new steamers the Pacific Mail Steamship Company employed outside vessels, when the Peninsular and Oriental Company, to keep the trade, dropped their rates so low that the Pacific Mail Steamship Company, without the additional subsidy asked for, could not compete, and our direct trade fell off to seven thousand eight hundred tons. With the subsidy, the trade could be retained and increased to the entire amount of American consumption, and to the great benefit of American interests here and in all the large cities of the Western States, as we have the advantage on time required for transit by a direct route. It is needless to dwell upon the vast importance of the oriental trade to the nations controlling it. We can have it with half the aid from our Government that England gives to her steamers, and the advantage to our Government will far more than compensate.

The Pacific Mail Steamship Company are the pioneers in the direct trade; have no American competition; and have established a line and prepared for trade at enormous expense, relying upon the laws of Congress. They are entitled to aid. The subsidy cannot be refused without violation of the American principle of protection to home interests, extended to every other branch of our commerce. The past action of Congress has crippled and almost destroyed the efficiency of our merchant marine; and it is now time to adopt the more liberal and wise policy which the long experience of England has found essential to that most important interest and to the increasing demand of commerce for rapid communication, which has made all nations her tributaries.

- | | |
|---|-----------------------------|
| W. F. Babcock,
<i>President Chamber of Commerce.</i> | B. Poixotto Frank & Co. |
| Parrott & Co. | Locke & Montague. |
| Wm. Alvord. | W. & I. Stinehart & Co. |
| Lafayette Maynard. | Loup & Haas. |
| Fredk. F. Law. | Geo. O. McMullen & Co. |
| G. T. Lawton. | F. B. Taylor & Co. |
| Geo. H. Howard. | Marcus C. Hawley & Co. |
| Thomas H. Silby & Co. | Reddington, Hostetter & Co. |
| Kittle & Co. | C. Adolph Lowe & Co. |
| John Parrott. | Williams, Blanchard & Co. |
| Castle Bros. | Wm. T. Coleman & Co. |
| William Peck & Co. | H. P. Walker. |
| Murphy, Grant & Co. | David D. Cotton. |
| B. M. Hartshorn. | J. C. L. Wedsworth. |
| Luis, Sloss & Co. | J. W. Reymond. |
| Wooster, Shattuck & Co. | Jones & Co. |
| Wilmerding & Kellogg. | Oliver Eldridge. |
| | M. Heller Bros. |

W. W. Dodge & Co.	A. B. Forbes, Crane & Brigham.
Brittain, Holbrook & Co.	Farwell & Co.
Phillips, Tabor & Co.	J. D. Farwell.
Whittier, Fuller & Co.	Baker & Hamilton.
Ernstein Bros & Co.	W. C. Ralston.
McCain, Flood & McClure.	Geo. C. Johnson & Co.
Tubbs & Co.	Neustadter Bros.
Rosenbaum & Friedman.	Christy & Wise.
Isaac Friedlander.	L. & E. Evertheimer.
Levi Strauss & Co.	L. Denkelspiel.
Bachman Bros.	Albert Man & Co.
D. N. & E. Walter & Co.	A. S. Rosenbaum & Co.
Scholle Bros.	Weil, Woodloof, Hooker & Co.
Michaels, Friedlander & Co.	Frankenthal & Co.
L. & M. Sachs & Co.	Richard Patrick & Co.
Morrison, Harris & Co.	E. E. Morgan's Sons.
Hoffman & Co.	Jacob Underhill & Co.
Weilcahn & Co.	A. Hayward.
Schweitzer, Sachs & Co.	Helbing & Strauss.

This was followed the next year with an appeal of the representatives of American interests in New York, that Congress preserve inviolate the bonded contract and honor of our country.

Remonstrance from New York Merchants.

43D CONGRESS, } SENATE. { Mrs. Doc.
2d Session. } No. 94.

FEBRUARY 17, 1875.—Ordered to lie on the table and be printed.

NEW YORK, February 16, 1875.

To the Congress of the United States:

The undersigned, bankers, merchants, and others of the city of New York interested in the trade with China and Japan, have viewed with great solicitude the recent proceedings in Congress towards a withdrawal of the semi-monthly mail-service between those countries and San Francisco.

They would, therefore, respectfully represent to your honorable body that the interests of all engaged in this trade would suffer irreparable injury in its discontinuance.

The large and rapidly increasing commerce between the Eastern and Western hemispheres, yet in its infancy, needs the sustaining support of Government to develope it by aiding this company to meet the increasing wants of the merchantile community; and a withdrawal of mail-facilities would be fatal to progress. We consider that the vast commercial interests of the country at large in the maintenance of the said line are of paramount importance to that of this or any other company.

Your petitioners, therefore, respectfully remonstrate against annulling the contract with the Pacific Mail Steamship Company for the said service, and humbly pray that you will give their petition full consideration.

A. A. Low & Brothers.	E. D. Morgan & Co.
Drexel, Morgan & Co.	Atlantic Mutual Insurance Com- pany, by Charles Dennis, vice president.
Howland & Aspinwall.	Mercantile Mutual Insurance Company, Ellwood Walter, president.
Wetmore, Cryder & Co.	Orient Mutual Insurance Com- pany, by Eugene Deutilly, president.
Fabbri & Chauncey.	Great Western Insurance Com- pany, Ferd. Molz, president.
Bucklin, Crane & Co.	W. K. Jessup, Paten & Co.
Cary & Co., 90 Pine street.	John Caswell & Co.
Wm. H. Foggs & Co.	Caleb F. Smith & Co.
Olyphant & Co., China.	J. B. M. & R. Montgomery.
Beebe & Brothers.	Geo. W. Lane & Co.
Wood, Payson & Colgate.	Sheldon, Banks & Co.
John Middleton & Co.	H. B. Clafin & Co.
W. H. Smith & Son.	J. & W. Seligman & Co.
Thompson, Knapp & Co.	J. & S. Wormser.
Hewlett & Torrance.	The Silk Association of America, by Franklin Allen, secretary.
E. P. Arensted & Co.	Cheney Brothers.
Carter, Hawley & Co.	Wm. Ryle.
E. W. Corlies.	Wm. Strange & Co.
Fred'k Mead & Co.	B. Richardson & Son.
Frazar & Co., of China.	Geo. B. Skinner & Co.
Spencer & Havemeyer.	Hamil & Booth.
New York Mutual Insurance Company, by John H. Lyell, president,	D. O'Donoghue & Co.
Union Mutual Insurance Com- pany, by F. Stagg, vice presi- dent.	B. B. Tilt & Son.
H. K. Thurber & Co.	Dexter, Lambert & Co.
London, Asiatic and American Company, James Purdon.	Wm. H. Horstmann & Sons.
Harper & Goadby, agents Cana- dian Bank of Commerce.	Thos. N. Dale.
H. A. Tuzo, agent Bank of British North America.	Jno. N. Stearns & Co.
John H. Draper & Co.	

These prominent Americans should be deducted from Mr. Codman's mythical "fifty millions" opposed to subsidy. It is impossible to express more pungently the injustice of Congressional action in the above case of breaking the national faith by abrogating a sealed contract, than in words of one of your Committee, in a similar service, and in a minority report, June 22, 1874:

"The concluding portion of the unreasonable report of the majority of that committee reads as follows:

"If fraudulent means were used to secure the additional subsidy, even if the present managers of the company are entirely innocent in the matter, as we assume they are, Congress should not hesitate to declare the subsidy forfeited on any ground, either real or technical."

From which outrageous decision the Hon. Mr. Page dissented, and the absurdity of which he exposed, as follows:

"With this I would heartily concur if there was any evidence before the committee as to any corrupt means being used; but as there is no such evidence, I have no hesitation in concurring with the above report of the minority as to the legal questions involved.
"H. F. PAGE."

What informed or sensible man will say candidly that a Free Ship privilege will provide subsistence for the family of the ship-owner or yield one dollar more profit than an American-built ship?

Are the Jeannette and Gulnare illustrations of the free, or, properly, foreign-shipping theory? There are plenty of decayed craft ready to be patched up and sold cheap to any one who could be so credulous as to practice the Free Ship theory. It is said that "subsidies by our Congress would please British ship-builders." Then why do they make such a fuss against it?

Decayed craft and surplus stock swarm in the waters of the European coasts. Ship-building has been greatly overdone for many years in Great Britain. The valuable reports by the United States Consuls have made such exhibit for some time. There is not a shipping merchant who goes to Europe who is not importuned by competitors there, ready to cut each other's rates to get off their heavy stock, like New York builders with their blocks of houses, and, in "the tricks of the trade," some bargains are offered to catch the next customers!

It is not the price of the ship that has injured our shipping or our maritime honor; it is the enemy in sheep's clothing who traduces every one who risks his capital to build up this American industry, or who strives to prove the true treachery so cunningly hidden and protected by the power of money and journalism. Such treachery to American industry is without parallel in the records of any other country. In our civil strife, as young men of the South, we were *open* enemies in warfare; but while we were fighting in the field there was an enemy who

was more than enemy, who was and is still treacherously undermining the noble prestige of American honor on the seas by quietly and insidiously working like the worms and the barnacles at the bottom of the American ship in the interest of British ship-builders.

The young men of the South despise such means of an enemy, and will rally to the support of our flag over our industries and over the seas. We cannot be deceived. We will not be sold out in labor and honor by those who with so much *suaviter* plead that paying for carrying our mails is stealing. Such nonsense won't do. We want to see our ship-yards active and our ship-owners paid honestly for the service they render and our honor that they uphold.

Long experience in commercial associations, with peculiar facilities as regards commercial education and information upon the Shipping of the world while connected with the Pacific Mail Steamship Company, and while, at the same time, watching and studying the conditions and relation of the Industries of every nation; and for several years in a wider and better field for learning the world's commercial and industrial condition in development and for research—analyzing the economic problems presented in the reverses and successes of each nation—may be considered a reasonable incentive to the deepest interest and a qualification for impartial judgment in offering an opinion and pleading upon this subject, which has been and is being so terribly misrepresented, neglected, trifled with, and destroyed—and why? Simply from the want of proper and thorough research into the non-apparent causes that have, and are still, producing such consuming results.

It is with feelings of mortification and indignation that we see the humiliating commercial foreign despondence of our Monumental city at present, and read the following colloquy from one of our recent journals, which illustrates so clearly our menial maritime condition:

"Not long ago, while waiting in Baltimore harbor for an inbound boat, we beguiled the time by going on board of an English steam freight-ship awaiting her turn at the elevators for a cargo of grain. We asked the captain what port he last hailed from.

"He said, 'Liverpool.'

"'What cargo did you bring?'

"Iron in ballast."

"How can you make it pay," we asked, "to make your return trips in ballast?"

"Oh," said he, "we make *three-cornered* trips. We bring English iron to the United States in ballast. That helps our manufacturers to climb your Tariff. Then we ship a load of your wheat, which has no market except in our ports, and we make your wheat pay the freight both ways!"

"But how can you do that?"

"Simply because we command the situation," replied the Englishman. "Your wheat has no market except in England, and you have no means of getting it there except in English ships."

"So our worthy British cousin made our wheat pay not only the freight on itself to his market, but the freight on his pig-iron to ours!"

"And yet we have heard our statesmen say that this country did not need a merchant navy, for the reason that the English ships carried everything at such reasonable rates!"

Is Maryland, "my Maryland," becoming England's?

How true this is known to be by our statesmen; yet how strange that this condition has been permitted to grow yearly, from neglect of American Shipping, until to-day *eighty-five per cent.* of American trade is controlled by foreign shipping—and a proportion of home industry and profit lost by Great Britain's monopoly far greater than by any other country.

The Secretary of State, in his recent letter on the "Commerce of the World," the most valuable as well as recent economic work extant, says:

"The British flag covers 1.70 tons to 1 ton covered by the German flag in the trade between both countries.

Tons.

2.21 to 1 by Dutch flag, in the trade between both countries.
2.81 to 1 by Austrian flag, ditto.
3.97 to 1 by Belgian flag, ditto.
5.12 to 1 by French flag, ditto.
5.51 to 1 by Italian flag, ditto.
8.00 to 1 by Spanish flag, ditto.
8.20 to 1 by Russian flag, ditto.
10.58 to 1 by American flag, ditto."

Here we are presented officially our actual condition, the most humiliating of any first-class nation in the world; and this decline is due solely to one cause, viz., the wily, underhanded, domino agents of foreign shipping interests, harping their flattering words into the ears of our rulers, that "it is better to let the British Exchequer pay her ships to run ours off than to notice so trivial a monopoly."¹

¹ See Message of Washington on this point, page 82.

Nothing has ever been written more forcibly expounding the true conditions and results of this monopoly that enslaves all Americans to-day than the following from a recent report of U. S. Consul Potter, of Crefeld, Germany:

"It is undoubtedly the interest of European powers to monopolize, as far as possible, the carrying trade of the United States. They know that the flag of a nation carries influence, and that the people all over the world are largely swayed in forming their judgment of the power and productive capacity of a country by the frequency with which its flag appears at the mast-head of its commercially laden ships. Often seen in foreign ports, it engenders respect and confidence, and thus opens new avenues to healthy trade. If the commerce of the American States was conducted in American bottoms, their ships would dot the seas in every climate, and their flag be familiar in all parts of the world. By building and sailing American ships, something more would, therefore, be accomplished for the country in *reviving active industries in American shipyards, and furnishing employment to thousands of mechanics and sailors.* The great commercial benefits arising from international intercourse would be secured, and the principles of peace and civilization steadily advanced."

But here is something more, and clearly one of those "general and beautiful principles" of free trade, published only a few days since in one of our leading New York journals, showing how stupid we are in not seeing that by building up and enriching British shipbuilders *they will soon have "Booty enough," and then stick Americans with high prices, and force them some years hence, in shame and want, to come back to "first principles" of charity at home—American shipbuilding.*

Here is the *douceur*:

"An Englishman thoroughly familiar with the official statistics of the English Board of Trade and with the conditions of shipbuilding in Great Britain, writes as follows to a friend in New York:

"Our shipping business seems to be undergoing a complete revolution. Sailing vessels except of a large size, are not being built, and an amount of capital is being put into steamers which, to say the least, is startling. By opening the door to our ships you would be reviving your own building trade, owing to the increased price which would be asked here in response to your orders."

Could anything be more wily than this; and yet it is the whole argument, and published in credulous verdancy or worse.

Suppose we open the doors to American ships and try them a while.

And here is another specimen of the sweetmeat sophistry that is given to our credulous rulers and interested people in frequent doses, but, like Christmas stockings, full of indigestible materials. A London Journal recently tried to soothe our anxiety for our dying shipping interests as follows:

"The Americans seem unable to let well-enough alone! British ships have carried their mails and their products practically without competition for a score of years, and during no other period of their history have the American people prospered as they have since their Merchant Marine disappeared from the ocean. [By destroying our Industry!] This is because the laws of nature have been obeyed! The Americans have conformed their policy to the great economic fact that England is the natural common carrier of the world, and they have not wasted their energy or their substance in vain efforts to compete with her at constant loss. The great truths of Free Trade underlie the relations between British carriers and American producers, and the results are seen in mutual prosperity, each nation realizing the utmost benefit in its own sphere, and neither trespassing upon the natural domain of the other."

This is indeed cool, assuring philosophy for those who do not see or know its meaning, and who are charmed by the smooth sayings and soft voice of the enticing siren, the result of which is seen and sadly felt by our farmer, mechanic, and tradesman.

Can it be that the editor of that journal is so weak, or that he believes that Americans are so weak, as to accept such fulsome flattery? As his picture is, however, the true state of our barrenness, the true case of our dependence, the true condition of our subserviency, he has a good reason for his conclusions.

Let Americans read the letter of ex-Minister Bancroft (under Booty, following pages,) the Messages of Washington, of Polk, and others submitted herewith for a clear exposé of the farce and deceit—the causes of the decline of American shipping.¹

To analyze, then, this greatest of Industrial questions in order, let us first review the "Primer Questions," not prepared by, but sent out for the Committee; and then consider each condition of our Shipping separately.

¹ The New York Nautical Gazette recently very concisely expressed the story viz.:

"If the FOREIGN STEAMSHIP AGENTS can prevent the passage of the Shipping Bill through the Senate, they will undoubtedly do so."

They did so! as usual. This is wonderful, but shamefully too true. This agency (as represented in following pages) is the insidious flatterer, who, with theoretical palaver—unless stronger and less pure argument is needed—has for twenty-five years been encircling its influence in our private and public halls, like a serpentineous charmer, for the destruction of American Shipping.

The douceur "is mightier than the sword!"

COLUMBIA LOOKS IN VAIN FOR Our Merchant Marine.



"THO' LOST TO SIGHT, TO MEMORY DEAR!"

COLUMBIA—

"For of all sad words of tongue or pen,
The saddest are these—it might have been!"—

FOREIGN LOBBYIST—

Come sit thee down upon this sandy slide,
While I to thee in golden notes confide;
This trade for years successfully I've plied,
Harping the bonny air, "The Ships o' Clyde."

PRESTIGE

OF

American Shipbuilding,

THAT FOREIGN AGENTS ENDEAVOR TO HIDE OR DEFAME.

- 1784. Rumsey, in the presence of Washington, creates the first successful steamboat—in the world.
- 1807. Fulton inauguates the first regular steam traffic, ditto.
- 1807. Stevens inauguates the first coastwise steam traffic, ditto.
- 1812. Baltimoreans create the greatest ships, the Clippers, ditto.
- 1819. The "Savannah" inaugurates ocean steam shipping, ditto.
- 1830. Henry Eckford, of New York, and a large number of American shipowners invited to Turkey to build ships.
- 1830. Harlan & Hollingsworth build the first iron ship in America.
- 1845. David Brown, of New York, presented by the Czar of Russia with a diamond ring for the best models of ships.
- 1850. The Collins line established, with finest steamships in the world.
- 1851. The Steers Brothers especially honored by the Queen of England with a silver cup, for winning the yacht race with "America," in fairness and honor to the victors and rebuke to the unfairness and shame that denied the so-called "prize" of the London Royal Yacht Club.
- 1852. Westervelt, the great shipbuilder, made Mayor of New York.
- 1856. George Steers builds the largest, finest, and fastest steamship afloat—the "Adriatic."
- 1857. W. H. Webb is presented by the Czar of Russia with a gold snuff-box set in diamonds for building the magnificent steam frigate "General Admiral."
- 1861. Wm. Cramp builds the greatest ironclad of the world—the "Ironclads."
- 1861. W. H. Webb receives contract from Italy to build two ironclad steam frigates.
- 1865. W. H. Webb sells to the French Government his great war ram, "Dunderberg."
- 1872. John Roach builds the great iron steamships "Peking" and "Tokio," and establishes an iron ship yard, unexcelled in the world.

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DEFAMATORY

QUESTIONS OF THE SHIPPING COMMITTEE.

Question 1st.—"Why cannot this country build iron, steel, or wooden vessels as well and cheaply as they can build in Scotland, England, or other countries?"

Reply.—As this question reverses the order of progress, it is necessary to reverse an answer and take the last class first.

The record of American *wooden ships* is so renowned as to cheapness, model, completeness, and speed that it was not supposed any one under the rays of the sun's light and within the pale of civilization would seriously have asked such a question; hence the country naturally asks—

Who prepared these double-meaning "Questions?"

We have read in magazines of late, and in pages of advertised theory, from some one of the semi-dead literati of college faculties, and from the subsidized manufacturers of public opinion in daily journals, articles arguing that *Americans cannot build ships!*

But what would have been the feelings of our Pilgrim Fathers, our Revolutionary fathers, our shipbuilding fathers, whose courage, fortitude, skill, independence, patriotism, and toil recorded the grand pages of American history and the Prestige (shown in foregoing pages) of American Shipping, could they have foreseen or dreamed that an American Congressional Shipping Committee would have ever seen fit to brand the American people so officially and conspicuously with such a record? Americans build the *best* iron and steel ships to-day—in the world!

The foregoing argument presents a record unequalled even by Great Britain; and the foregoing page epitomizes a prestige of which no other nation in the world can boast.

It is not asked, "What have been the causes of our decline?" but an injurious, incorrect, and double purpose is intended.

That this "Question" is but an insidious insinuation and intended imputation upon our American Industry will be shown

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in the following analysis of the Shipping Conditions, pages 115, *et seq.*:

Question 2d.—“If we had such vessels without cost to us, could they be run by us in competition with those of other countries, who build their own vessels and run them with their own officers and crews, without a modification or repeal of existing laws?”

Reply.—Here is a reasonable and pointed inquiry turned adroitly and prejudged with a decision that “modification or repeal of existing laws” must and shall be lugged in as a necessity, or no reply will be received.

This is what lawyers term “leading,” or dictating answers. A Leviathan cannot subsist without food, nor can a ship. It is food that is as necessary on the high seas as well as on land.

The modification or repeal of all of our existing laws could not “modify or repeal” subsidy competition, or supply freight to our ships at paying or subsisting rates. For proper evidence and consideration of this point—without the restriction of above question—see heading “Free Ships,” pages following.

Question 3d.—“What modifications of existing laws or what new laws are required to remove discriminations against and burdens upon our shipping and shipowning interests, such as customs dues, port dues, customs charges, pilotage, and other dues, &c.?”

Reply.—Could there possibly be more arbitrary dictation expressed than in this so-called “Question?” As the premises asserted have not been proven, such conclusions cannot be dictated. (See the several headings under “Burden,” pages following.)

Question 4th.—“Compare the laws of other countries with our own, with a view to their effect upon our and their shipping and shipowning interests.”

Reply.—This is the first Question of the series that indicates a thorough and wise investigation into the subject, and a comparison of such laws will be found in argument under heading “Foreign Policies,” following.

The testimony presented under that heading shows that Germany is aroused to fostering her Merchant Marine; that France,

although disappointed in the first year’s results of her new marine law, through the speculation attending same at the start, is now reported by *all* our Consuls as wonderfully improving; Italy is likewise enjoying a Shipping revival; Austria, Russia, &c., are in the van, yet the American ship is *betrayed—at home*—and made a Galley Slave.

Question 5th.—“Should our Navigation Laws be repealed or modified; and, if modified, wherein and for what purpose?”

Reply.—It is not likely that any one will own the authorship of this remarkable declaratory, rather than categorical query, to say nothing of the “whereins” and “wherefores” of what has yet to be proven.

It needs no comment! See heading “Navigation Laws,” following.

Question 6th.—“What is the cost of the component materials of iron, steel, or wooden vessels in other countries and our own?”

Reply.—Here is the second query that demands consideration, and which will be found fully presented under “Shipbuilding.” See pages following.

Question 7th.—“What would be the effect of a rebate on any or all such material?”

Reply.—The framer of this Question was more mindful of his special object in view than of the United States Statutes, or else overlooking the fact that sections 2513 and 2514 provide, and for years have provided, such rebate, and which sections are still the law. See under “Customs Tariff,” following argument.

Question 8th.—“Present any other Statements connected with the causes of the decline of the American foreign carrying trade, and what remedies can be applied by legislation.”

Reply.—Under this privilege the foregoing and the following Statements are herewith respectfully submitted upon our Shipping Conditions, and consideration thereof respectfully asked:

A N A L Y S I S
O F
O U R S H I P P I N G C O N D I T I O N S .

We have seen by the foregoing, and the "repeated record of history," that there has been no period of our country not marked with incidents remarkably indicating our dependence upon the home development of this Industry; so forcibly expressed in words submitted to Congress by President Washington, and as early as 1631 by Governor Winthrop.

There is no question in our political economy or commercial necessity paramount to this.

There is no economic or Industry that has received more pathetic consideration—in vain.

There is no arm of national honor and defense, or of trading influence and prosperity, that has been so continually, systematically, and shamefully neglected.

Nor has any economic question ever been more contradictorily discussed.

It is, therefore, useless to present to a High Commission, or to Congress, evidence that is incomplete or unessential in so important a matter, as all of the innumerable papers of history are at hand for convenient reference and verification.

It is, therefore, my purpose and endeavor to present, as thoroughly as possible, the salient features of our Shipping Conditions, under the peculiar divisions that characterize these interests of our country and trade, viz.:

1st. Burden.

2d. Bounty.

3d. Booty.

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Among the Breakers!!



SENATORS AND MEMBERS, how have you taxed our people and
our Industries by

"FALSE ECONOMY"

towards American Shipping, while listening to the interests

OF

Foreign Shipping Agents,

WHO CRY

"Burden! Burden! Burden!"?

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SHIP BUILDING.

The *prestige* of American shipping is world renowned, and the theme of even foreign historians, as well as the pride of American tradesmen and statesmen. Grantham and Yeats both wrote:

"America has been a formidable rival to England, and may become so again." *American statesmen, shall she not?*
"Previous to the development of steam [and iron] ships the preponderance of shipping was falling rapidly into the hands of American ship-owners."

Here are the official figures of our Register:

Year.	Sail.		Steam.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
1798	635	49,435	—	—	635	49,435
1815	1324	154,624	5	954	1329	155,579
1855	1781	510,689	246	72,760	2027	583,450
1882	869	160,427	502	121,842	1371	282,269

The highest point in American ship-building was reached in 1855!

In 1856 the highest point in ownership was reached—5,081,394.
In 1855 and 1856 the highest proportion of our commerce carried in American ships was reached, viz: 75 per cent.

Here ended American Shipping Fame!

SHIP-WRECKING.

The *decline* of our Shipping is marked from 1855.

The contracts created through the far-sighted wisdom of statesmen under the Polk Administration were made in solemn compact between nation and ship-builders, to expire as follows:

New York and Liverpool (Collins) Line	27th April, 1860.
New York and Bremen Line	1st June, 1858.
New York and Havre Line	1st June, 1858.
New York, New Orleans, and Aspinwall Line	1st Oct., 1859.
Astoria and Panama Line	1st Oct., 1858.
Charleston and Havana Line	30th June, 1859.
New Orleans and Vera Cruz Line	30th June, 1858.

From 1851 to 1855 Congress trifled yearly, trying to destroy these National obligations.
Foreign interests succeeded first in influencing the reduction of the amount, and finally the dishonorable abrogation of these pledges before their expiration.

The Adriatic was left high and dry on the stocks.

From 1865 to 1875 Congress again authorized solemn contracts to be made in behalf of our Shipping, but again was influenced by misrepresentations of foreign emissaries to abrogate the same.

The Pacific Mail iron steamships were left high and dry.

The Supreme Court in February, 1881, and Court of Claims last month, rendered decisions proving the illegality of this action.

HERE IS THE SECRET OF OUR SHIPPING DECLINE.

CONGRESS HAS WRECKED OUR SHIPS!!!

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BURDEN.

In looking upon the first division of our Shipping Conditions, we may point to the following requirements from our ships, made by the Revised Statutes of our country, and by the several States separately, as the principal burdens that have been borne with patriotic heroism and long patience—exercised and conspicuously illustrated—by the small remnant of noble sea traders, that bear likewise proudly, but less conspicuously, the American emblem of honor, nationality, and protection over our Industries on the high seas and into foreign ports, deserve reward, but alas! which return home, not to a "haven of rest," but to one of taxation, rather.

The "privileges" for carrying the American Flag on the Seas.

Actual.¹

Pilotage	Fees.	Seamen's	Fees.
Towing	"	Marine Hospital	"
Port Warden	"	Admeasurement	"
Harbor Master	"	Postal Restriction	"
Wharfage	"	Local	"
Custom House	"	Consular	"
Tonnage	"	Shipping Com.	"
		Insurance Combination.	

Nominal.

Light-House Fees.
Customs Tariff Restrictions.
Navigation Law Restrictions.
Cost of Shipbuilding.

These actual and nominal burdens are set forth continually, by argument, by many, as the serious obstacles to shipping revival.

¹ Each of these burdens are hereinafter (in order as above) considered impartially and fully, and the many such charges, especially under Consular Fees, will be seen. While conciseness is the aim of the writer in this argument, it is notwithstanding essential to detail many important data for historical record; therefore continual reference will be made to an Addenda, which will be added as corroborative evidence, and for a more thorough consideration of our Shipping Conditions in one work.

That these enumerated actual burdens do, severely, handicap American shipping, is unquestionable; but there is a far greater burden—misrepresentation by foreign shipping agents and lobbyists.

PILOTAGE FEES.

R. S., sec. 4235, provides that Pilots shall be regulated in conformity with the existing laws of the States, respectively, wherein such Pilots may be, &c. Approved August 7, 1789.

Sec. 4237 provides that no discrimination in rates of pilotage or half-pilotage between ports, vessels, steam or part steam, or National vessels, shall be made, and that any "such discrimination shall be legally annulled." Approved July 18, 1866.

Much abuse has been heaped upon the poor tempest-tossed Pilot, who is the first to greet us with a welcome home, yet blamed for the nonentity of the American ship, for the purpose of hiding the short-comings of Congressional Committees—or Congress in a body—by those who prefer misrepresentation to prevail, and by those who honestly believe that crumbs could feed a Leviathan.

Whether an actual or nominal impediment, in a spirit of unbiased and thorough investigation, let this Committee take time to consider every point, every view, and every opinion, that the truth may hereafter shine in contrast to sophistry.

The following are the rates and conditions of Pilotage in our waters. In New York City the Pilots themselves came forward in September last, in response to a demand for 33½ per cent. reduction, and offered to reduce their earnings 15 per cent. of the rates now received, as a contribution to the revival of American Shipping, and as a quietus to the misrepresentations of British ship-building and ship-owning agents.

Rates and Conditions of Pilotage.

		Course.....			
Outward..					
Inward ...					
	\$6.37 per foot draft. *	\$8.72 per foot draft. *	1 2	New York.	
	\$4.00 per foot.	\$3.00 per foot.		Philadelphia.	
	\$4.58 per foot.	\$3.32 per foot.	1 8	Boston.	
	\$3.50 per foot of 12 feet or less; \$4 per foot of 12 to 15 feet; \$5 per foot of and over.	\$8.65 per foot of 12 feet and over.	1	Baltimore.	
	\$2.00 per foot (general).			Portland, Me.	
	\$4.00 per foot.		6	Portland, Or.	
	\$4.65 per foot of 12 feet or less, to \$8.65 per foot of 18 feet and over.			Norfolk.	
	\$3.00 per foot of 12 feet and less, to \$5.50 per foot of 20 feet and over.		7 9	Wilmington, Del.	
	\$5.50 per foot (average).			Wilmington, N. C.	
	\$15.00 per foot of 6 feet, \$180.00 per foot of 18 feet.		1 4	Charleston.	
	\$5.50 per foot (average).			Savannah.	
	\$2.00 per foot of 6 feet to \$5.00 per foot of 14 feet and over.		1 4	Fernandina.	
	\$4.00 per foot (average).			Pensacola.	
	\$4.50 per foot (bar only).		5	New Orleans.	
	\$4.00 per foot.		6	Galveston.	
	\$5.00 per foot of 500 tons and under, \$5.00 per foot and 4 cents per ton of over 500.		6	San Francisco.	
	Same as San Francisco.		6 10	San Diego.	

* Average rate.

(1) Compulsory. (2) From November 1 to April 1, \$2.73 outward and \$6.78 inward. (3) Vessels under 200 tons, one-half rates. (4) Proportionate increase per foot draft. (5) From bar to city, \$40 extra. (6) One-half rate compulsory. (7) Compulsory if in foreign trade. (8) Compulsory if spoken. (9) From November 1 to April 1, \$10 extra. (10) Vessels in coasting trade exempt.

It will be seen from this table that the rate of Pilotage is raised very properly according to the conditions of the bar and harbor of the port. Don't blame the Pilot; he shows no preference to foreign ships, as Congress has done.

When our Revised Statutes are made more complete upon Shipping provisions, and a Board of Admiralty is established, our shippers and pilots can enjoy mutual protection from practical laws and justice.

TOWING FEES.

The Revised Statutes make no provision on this point. The ship is left to the chance of competition, the magnanimity, and in times of peril to the mercy, humanity, or soulless extortion of the "tower," and to the rapacious greed of salvage.

That much imposition is imposed very frequently upon our ship-owners by the patronizing "tugs" and other ships for

towage, under certain circumstances, is unquestionably the case and unreasonable, but to say that this sharp practice is more peculiar to shipping, than other tricks of trade generally, is absurd.

Still it is just as plausible an excuse for the discouragement of the shipowners as the absurd pretense that a few extra dollars in buying an American-built ship is the cause of its owner's starvation for many years afterward.

The towage rates of other countries are herein given¹ to illustrate these conditions, comparatively, and to show the fraud intended by those crying "Burden, Burden," to hide greater necessities in behalf of our shipping.

PORt WARDEN FEES.

See "R. S., sec. 2891, March 2d, 1799."

This official, who is privileged to tax the ship-owners for his services in supervising cargoes, repairs, seaworthiness, etc., of vessels, is also presented as a *bête noir* to the shipping in our ports by his human spirit of partiality and prejudice.

But such services are necessary, if efficient, and not peculiar to American vigilance, nor omitted in foreign ports.

There has never been heard a wail from the British shipowners or public press upon such imposition, because of proper appointment.

The fees of the Port Wardens are handsome, or, at least, not mean, and a man of ability in nautical talent is required for such a post, and he aids by his service—rather than "destroys"—our national carrying trade. The great need in this respect is the appointment of a Warden acceptable to the Chambers of Commerce and Boards of Trade. The burden is in poor appointees—not in the *fee* of \$100 to \$200 for surveying a vessel.

In consideration of these burdens of the American ship, it is as farcical to attribute its decline to an honest and able Port Warden as it is to cry that foreign genius and labor can produce an ocean carrier—as your committee's "dictated" questions dictate—that could bring profit to its owner without the assistance of national bounty, in the face of heavy subsidy competition.

¹ See under "Foreign Policies."

HARBORMASTER FEES.

Another bugbear! it is asserted, to American shipowning; another burden to an American-built ship; another so-called "cause" for the decline of Our Merchant Marine.

And the poor Harbormaster must be cut down in his fees, likewise, if we persist in continuing our Navigation Laws and in paying home labor in building ships!

That the Harbormaster possesses almost illimitable privileges with our Shipping, is undeniable, but it has never been shown that he exercised the barnacle impediment to the prosperity of shipping that Congressional investigations, for twenty years, have vainly endeavored—through some influence—to prove.

Let us look at his "terribly high" fees that burden our shipping and blind the eyes of our Congressman to the winks or deaden their ears to the soft words of the soothsayers of Foreign Shipping Agents—in American character.

The income of this officer from custom fees in the port of New York amounts to about \$3,500 or \$4,000, or from \$40 to \$50 for ships of 2500 to 3000 tons.

This fee not compulsory in New York; in other ports it varies in every way, viz: 4 cents per running foot; 3 cents per ton; \$3 per day; \$3 on entry, and from \$5 to \$100 per ship while in berth. This office should be a salaried one.

For this and the service of Warden it is necessary to make early reconstructive provision by the creation of a Department of Commerce, Board of Admiralty, or some nautical authority.

WHARFAGE FEES.

Even the office of Wharfinger is cited continually as an abuse and outrage against the ship-owners of our country, and a cause for the starvation thereof; and every effort possible has been made for the last twenty years to persuade our representatives in Congress that if this necessary functionary were starved, in the administration of his duty, that "there would be no need of national bounty being paid" to aid the subsistence of the ship, as practiced in other countries; and many have believed, and made the halls of the Capitol of the nation ring with eloquence in denunciation of "taxing their people" for maritime traffic

"while the wharfage fees of our ports add such vastness of profit" to the investment of those who have improved the facilities of bulkhead property. Is such an assertion reasonable? If the wharfage fee is a burden, is it not necessary and just, and is it not ridiculous in some journals and in some statesmen to claim that it is merely these petty "burdens" that weigh down our national honor?

And yet your Committee is asked to repeal this folly, that fills many pages of Congressional Record, for which unnecessary expense you have taxed the people to a degree far greater in the long run than if an adequate bounty had been appropriated for our national honor and for the protection of our commerce on the high seas. Compel all great ports to build piers of stone, and keep the "slips" dredged.

(*The following are the latest official rates, from the Secretary of the Treasury.*)

MAINE, Bangor: Vessels from 100 to 300 tons, \$3 to \$4 per vessel while loading. Vessels over 300 tons pay from \$1 to \$3 per day.

Bath: From 50 cents to \$1 per day, according to size of vessel.

Portland: Twenty-five cents per 100 tons register per day. No charge if vessel be loading or unloading.

NEW HAMPSHIRE, Portsmouth: Vessels under 50 tons, 20 cents per day; between 50 and 100 tons, 30 cents per day; between 100 tons and 150 tons, 40 cents per day; between 150 and 200 tons, 50 cents per day; and 10 cents additional for every 50 tons above 200 tons.

MASSACHUSETTS, Boston: Vessels under 200 tons, three-fourths of a cent per ton per day; vessels over 200 tons, one-half cent per ton per day. Vessels loading or unloading allowed from five to forty-five days free of charge.

New Bedford: Three cents per 10 tons per day; half rates between December 1 and April 1 if vessel is idle.

Nantucket: Three mills per ton per day.

Newburyport: Vessels under 50 tons, 50 cents per day; vessels from 50 to 100 tons, \$1 per day; from 100 to 150 tons, \$1.25 per day; from 150 to 200 tons, \$1.25 per day; from 200 to 250 tons, \$1.75 per day; from 250 to 300 tons, \$2 per day.

Plymouth: Twenty-five cents per day in summer, and half rates in winter. If loading or discharging cargo, no charge is made.

Salem: Vessels under 50 tons, 20 cents per day; from 50 to 150 tons, 30 cents per day; from 150 to 300 tons, 40 cents per day; from 300 to 450 tons, 50 cents per day; upwards of 450 tons, 60 cents per day.

RHODE ISLAND, Providence: Vessels under 50 tons, 25 cents per day; over 50 tons, one-half cent per ton per day.

CONNECTICUT, New Haven: One and one-eighth cents per ton on registered tonnage.

New London: Fifty cents per day.

Stonington: Vessels of 50 tons and under, 25 cents per day; over 50 tons, one-half cent per ton per day.

NEW YORK, New York: Two cents per ton for the first 200 tons, and one-half cent per ton on each ton over 200 tons, per day.

PENNSYLVANIA, Philadelphia: Sailing vessels, \$4 to \$6 per day; steamers, \$15 per day.

DELAWARE, Wilmington: Vessels 60 tons and less, \$1.50 per day; over 60 tons, \$2.35 per day.

MARYLAND, Annapolis: One and one-fourth cents per ton per day. Vessels of 5 tons, 10 cents per day; of 20 tons, 2 cents per ton per day; 40 tons, 1½ cents per ton per day; 50 tons and over, 1½ cents per ton per day.

Baltimore: State charges are 1 cent per ton per day; private rates are \$1 per day on vessels under 200 tons, and ranging up to \$3.50 per day on vessels of 1,500 tons and over 200 tons.

DISTRICT OF COLUMBIA, Georgetown: From \$1 to \$5 per day, according to size of vessel.

VIRGINIA, Norfolk: Steamers, 1 cent per ton per day: sailing vessels, 1 cent per ton per day for first 300 tons, and one-half cent per ton on each additional ton.

NORTH CAROLINA, Wilmington: Vessels under 100 tons, \$2 per day; from 100 to 200 tons, \$3 per day; over 200 tons, \$5 per day. Vessels occupying second, third, and fourth tiers pay half rates.

SOUTH CAROLINA, Beaufort: Vessels under 100 tons, 75 cents per day; over 100 and under 150 tons pay \$1.25 per day; over

150 tons pay \$1.50 per day. Vessels lying idle pay double rates per day. Line vessels and coastwise are exempt from foregoing rates.

Charleston: Coastwise vessels free. Vessels engaged in the foreign trade, if under 100 tons, \$1 per day; under 300 and over 100 tons, \$2 per day; under \$600 and over 300 tons, \$2.50 per day; under 1,000 and over 600 tons, \$3 per day; over 1,000 tons, \$4 per day.

GEORGIA, Savannah: Vessels under 100 tons, employed, 50 cents per day; under 100 tons, not employed, \$1 per day; over 100 tons, employed, 75 cents per day; over 100 tons, not employed, \$1.50 per day.

FLORIDA, Key West: One cent per ton per day.

LOUISIANA, New Orleans: All vessels arriving from sea of 1,000 tons and under, 20 cents per ton; excess over 1,000 tons, 15 cents per ton. All steamboats pay, not over five days at wharf, 10 cents per ton each day; after five days, \$5 per day.

TEXAS, Galveston: Vessels of 50 tons and over not receiving or discharging cargo, 5 cents per ton; vessels under 50 tons, \$2 per day. Loading or unloading cargo, pay nothing.

CALIFORNIA, San Francisco: Vessels under 50 tons, 50 cents per day; over 50 and under 500 tons, average of \$4 per day; over 500 tons and under 1,000 tons, average \$10 per day; over 1,000 and under 2,000 tons, average \$17.50 per day; over 2,000 tons and under 2,500 tons, \$24.25 per day; over 2,500 tons, 50 cents for each additional 100 tons.

San Diego: From \$2 to \$5 per day.

OREGON, Astoria: Vessels of 800 tons and over, \$5 per day. If loading or discharging cargo, no charges.

CUSTOM-HOUSE FEES.

R. S., Secs. 2654, 4197, 4381.

The next burden cited, in order, is one fixed by our National Government, viz: a requirement of every sailing master to report to the port collector on arrival, and pay \$5.50 on the bulk of their cargo that is dutiable and \$3.17 on free imports. Should extra or special permits be desired, an extra fee of 20 cents for

each permit is required, and where many extra permits are necessary the fees are required likewise.

The fees for coasting ships are as follows:

Entrance:

American, under Register-----	\$1 00
" License -----	50
Foreign -----	2 00

Clearance:

American, under Register-----	1 50
" License -----	50
Foreign -----	2 00

Thus it will be seen that these small fees, although frequently annoying in loss of time, &c., are objectionable as burdens to a very small degree, and that this burden is only an insignificant pretext of foreign agents to disguise other causes for the decline of American Shipping.

TONNAGE FEES.

R. S., Sec. 4219-4223.

Here we come to the greatest of the multiplicity of these cited "great burdens" that have weighed down the American ship, the American flag, and American prestige, on the waters of the world:

The rate of this fee or "burden" is thirty cents per ton, and yields at present, in total volume of taxation, an average annual revenue to our National Treasury of \$1,500,000, of which amount 85 per cent. is paid by foreign ships, and—in consequence of there being but "half a dozen" only—fifteen per cent.—or \$240,000, is paid by American ships; hence, naturally, this burden is, at present at least, a weight upon foreign ships, and, while this condition exists, a very proper source of National income.

The following are the amounts of *Tonnage Dues* collected within the last five years:

1878 -----	\$1,336,627 68
1879 -----	1,462,267 97
1880 -----	1,610,388 84
1881 -----	1,588,823 87
1882 -----	1,346,045 74
Total in five years-----	\$7,344,149 10

The nationality of the shipping paying this tax or "burden" will be seen from the following official figures kindly furnished by the Commissioner of Customs:

1882.

Nationality.	Sailing-vessels.		Steam-vessels.		Total.	
	Number.	Tonnage duty.	Number.	Tonnage duty.	Number.	Tonnage duty.
American.....	1,904	\$242,929 56	162	\$36,222 20	2,066	\$270,151 76
British.....	2,461	391,518 00	643	298,314 01	3,104	680,832 01
Norwegian.....	701	83,382 00			701	83,382 00
German.....	339	67,245 90	47	39,231 00	386	106,476 90
Italian.....	261	28,535 10	7	4,120 80	298	32,655 90
Austrian.....	152	27,277 80	1	591 90	153	27,869 70
Swedish.....	102	15,039 60			102	15,039 60
Spanish.....	147	15,865 67	27	14,933 10	174	30,818 77
Russian.....	65	11,182 50			65	11,182 50
French.....	53	8,850 30	22	17,530 80	75	26,381 10
Dutch.....	39	5,407 80	12	7,100 70	51	12,508 50
Danish.....	33	3,752 60	6	3,258 60	39	7,011 00
Portuguese.....	20	2,647 50			20	2,047 50
Haytian.....	12	969 30			12	969 30
Belgian.....	1	546 30	18	14,409 30	19	14,955 60
Argentine Republic.....	2	274 20			2	274 20
Bolivian.....	2	291 60			2	291 60
Mexican.....	9	529 50	5	396 60	14	926 10
Costa Rican.....	9	195 00	1	72 30	3	267 30
Honduran.....	2	90 60			1	90 60
Hawaiian.....	4	622 80			4	622 80
Grecian.....	4	567 30			4	567 30
Chilian.....	7	1,947 90			7	1,947 90
Brazilian.....	3	195 00			3	195 00
Liberian.....	1	463 80			1	463 80
U. S. Columbia.....	1	53 40			1	53 40
San Domingan.....	1	63 00			1	63 00
Total.....	6,327	\$909,844 43	951	\$436,201 31	7,278	\$1,346,045 74

Penal tonnage tax, under Sec. 4371, R. S., \$857.98.

Hence this burden falls upon foreign ships until we have ships of our own. Don't abolish this law, but make it a bounty to American mail carriers.

Is it worth while for Congress to consume time and "tax the people" for expenses of a fruitless investigation that merely orders the reduction in house rent when the patient is dying from want of food?

Pay American ships for carrying our mails as our railroads are paid and reduce this burden also.

That this law should be greatly modified, and the rate of tax greatly reduced—when we have obtained the privilege from Congress to have, and the National aid to sustain, the life of an American ship—is too apparent to be questioned, although the chairman of a previous Shipping Committee of the Senate, Mr. Kernan,

(January, 1881,) knew nothing about the work which his committee had under consideration, yet listened to and accepted at that very investigation the whispered dictation of the lobbyists of foreign ship-builders.

This and similar reasons are the causes of the decline of American Shipping.

SEAMEN'S ADVANCE FEES.

R. S., Sec. 4582.

The existence of a law severely taxing the American ship-owners for a hypothetical American seaman is an anomaly without parallel. It is not likely that each member of your Committee is aware that the law requiring the payment of advance wages or fees under the protective measure granting three months' extra wages, intended to enable the American seamen to return to his country—supposing it to be America—now operates only to encourage the well-posted and cunning foreign sailor, enlisting under some chance lone vessel bearing the Stars and Stripes, to drop off, on some pretense, in a port near his native home, or perchance at home, with his pockets full of unearned money, exacted from the American ship-owner by the Statutes of the United States, that not one of the many "investigating" committees of Congress have investigated, preferring, as the Congressional Record and Globe will show, to become confused in the dilemma, or to become disciples of the theory of foreign lobbyists to buy their ships, to the detriment of American labor and American enterprise.¹

But there are always two sides to a question. Let us look on the other side, to see if it is really such a "burden" to the existence of the American ships, or an incentive for our buying foreign ships. United States Consul Studer of Singapore reports, that—

"The numerous complaints about the three months' extra wages law are made to appear in a darker light than they deserve. Good, law-abiding, honest, and humane ship-masters do not often have to pay extra wages, and are not subjected to heavier expenses during a round voyage than the masters of

¹ See also under Consular Fees.

foreign vessels, or very little more. And ten years' experience at this port convinces me that such masters are on the increase. We have plenty of ship-masters who are excellent and able men, and they command respect wherever they go.

"The three months' extra wages law has a very salutary effect, and is distinctly a promoter of humanity. There are occasionally masters, and oftener mates—first, second and third—and boatswains, who somehow cannot feel satisfied without "pounding," "kicking," "cursing" (with the foulest and filthiest epithets), and otherwise "maltreating sailors." On entering upon the voyage, they "feel their way" to find out those who will retaliate and those who are not able or afraid to do so. This latter class of unfortunates are generally men who do not understand English readily, or not of very bright intellect, or of small stature, and weakly. A poor fellow is singled out, and generally the mate in whose watch he is, and sometimes both mates and the skipper thrown in, "lazar him" and ill-treat him in all sorts of ways during the voyage, or, not unfrequently, from one end of the voyage to the other.

"This is no fiction, but naked, clean truth, based upon past experience.

"Some mates and boatswains are great bullies and brutes, and sometimes, even when known to be such, are shipped on purpose. It is true that the officers of a ship should be men of firmness and vigor, but they should also possess self-control, and, above all, feelings of humanity and justice."

The accounts of the Fifth Auditor show the following expenditure of the receipts of these seamen's fees that are said to burden our ship owners each year:

1882.

Board and lodging	\$11,655 56
Clothing	6,253 88
Passage paid by consuls	4,416 96
Passage to the United States paid at Treasury	8,799 00
Other expenses	8,859 80
	\$39,985 20
Extra wages and arrears	51,530 53
Amounts refunded	18,149 31
	33,881 22
Excess of relief over extra wages and arrears	\$6,603 98

The Auditor reports thirteen hundred and eighty seamen relieved during last year.

Now, the question naturally occurs, if "we have no seamen" how is it we are supporting some parties so-called American seamen?

The following are the amounts collected for the last seventeen years:

1866	\$183,909 79	1875	\$54,287 13
1867	151,282 81	1876	78,616 95
1868	107,536 36	1877	72,449 12
1869	79,714 89	1878	70,947 02
1870	90,078 61	1879	68,250 01
1871	71,064 01	1880	56,831 52
1872	232,972 86	1881	42,510 67
1873	72,284 42	1882	39,985 20
1874	64,640 72		

Thus we see some substantial support to our mythical seamen, but as with our shipping, it is a tribute of charity to other nations.¹

MARINE HOSPITAL FEES.

R. S., Sec. 4585.

On the entry of vessels into our ports there is also required a fee of forty cents per month per man from each ship, which contributes to the support of the Marine Hospitals of the United States.

The total receipts to our Government on account of Marine Hospital fees are \$404,103.59. (Official figures of Commissioner of Customs.)

A more deserving charity could not exist, and should be generously supported; but if such a requirement, by law, applied to each Industry separately, to the tradesman and to the farmer, additional to his voluntary offering to charity, what would be the complaints made, and is there one of your honorable body that would listen, in that event, to a whisper that the American farmer could only find relief in buying and cultivating a farm in England?

Yet there is just as sensible an application for the farmer to buy a British farm as for a ship-owner to buy a British ship; in either case starvation would soon result.

Under this heading may also be noted "Quarantine Fees," although separate and distinct and under State authorities. (See R. S., secs. 4792, 4793.)

The total return of this taxation upon our shipping in the port of New York amounts to about \$70,000, which is an income to the Health Officer.

¹ See Nautical Education, Part 4.

ADMESUREMENT.¹

The apportioning of the space of a ship to determine its capacity and to regulate its carrying power and safety in stowage, is made under different systems in some countries, although of recent years there has been a tendency to uniformity. In the charge of "Tonnage Fees," this feature in shipping materially adds to or reduces the amount required in taxation against the owner. The several systems of each country is given on pages following, as it would be tedious here to detail at length.

The British (new) system of measurement is now very generally adopted, and is noted for the principle—

"That internal measurement should be the Admeasurement of Tonnage, and requires more detailed measurement than formerly."

The following disadvantages were suffered by the American ship until August last, viz. :

While loading at her wharf, 33½ per cent. more wharfage.

When in dry dock for repairs, 33½ per cent. more for dockage.

When going through the Suez Canal, 33½ per cent. more for tonnage.

While laying up at her wharf, and not in service, 33½ per cent. more expense.

By an enactment of Congress August 5 last, (1882,) however, the following is the effect of changes made :

From gross tonnage to be deducted the tonnage of the spaces or compartments occupied by or appropriated to the use of the crew of the vessel, not in any case to exceed five per centum of the gross tonnage. In vessels propelled by steam, to be deducted from the gross tonnage of the vessel the tonnage of the space or spaces actually required to be enclosed for the proper working of the boilers and machinery, with the addition in the case of vessels propelled with paddle-wheels of fifty per centum, and in case of vessels propelled by screws of seventy-five per centum of the tonnage of such space, no deduction from the gross tonnage to exceed fifty per centum of such tonnage.

The register, in addition to what is now required by law to be expressed therein, shall state separately the deductions made from the gross tonnage, and shall also state the net or register tonnage of the vessel.

¹ For full conditions of the Admeasurement of Ships of all countries see Part 4.

POSTAL RESTRICTIONS.

"SEC. 3976. The master of any vessel of the United States, bound from any port therein to any foreign port, or from any foreign port to any port in the United States, shall, before clearance, receive on board and securely convey all such mails as the Post Office Department or any diplomatic or consular agent abroad shall offer; and he shall promptly deliver the same, at the port of destination, to the proper officer, for which he shall receive *two cents* for every letter so delivered; and upon the entry of every such vessel returning from any foreign port, the master thereof shall make oath that he has promptly delivered all the mail placed on board said vessel before clearance from the United States; and if he fail to make such oath, the vessel shall not be entitled to the privileges of a vessel of the United States."

Sections 3987, 4009, 4203, 4204 all bear severely upon the American Ship.

It is expressed that your Committee are unanimous in the opinion that the elimination of the Post Office Restrictions upon a United States ship is essential.

This would be a great concession on the part of Congress to the "old guard" of steamships that have the privilege of carrying the mails. *It is the greatest actual burden of our steam shipping!*

But suppose thése "half dozen" American ships are run off through losses from competition with foreign subsidized ships, that can afford to reduce the rate of freights; what benefit will such elimination be without ships?

This Postal Restriction is far more of a burden than is generally supposed. It holds back the American ship in departure, without compensation therefor, while the foreign ship reaches the point of competitive destination some time in advance of our own ship, enabling the former to deliver to consignees cargo in advance, and receiving the preference of shippers even at advance rates.

The elimination of these sections is one of the most essential features in the revival of our "carrying trade." Eliminate them from our statutes, for they are the device of those interested in foreign capital; and in lieu thereof provide for the proper payment for United States Mail carrying by steamships upon the same ratio of compensation per mile as made to overland carriers.¹

¹ See the second division of argument—"Bounty."

Congress has no right to compel our steamships to do the work of the nation for a contemptible pittance, that does not pay for carting the mails to and from the steamship, and at the same time to dance attendance on the will of the Postmaster before a clearance for departure can be obtained.

LOCAL FEES.

When the fathers of our country so carefully and perfectly prepared that noble instrument, the "Constitution of the United States," they added the following clause, Article 1st, section 10, paragraph 3, which still remains, and should have been inviolate, as follows :

* * * * *

"No State shall, without the consent of Congress, lay any duty on tonnage."

The gross abuse by certain States of our Union of this prohibition of our Constitution, foreseen, forewarned, and forestalled ; the disregard of this distinct law and protective measure, is as inexcusable as inexplicable, and if proper reparation could be required, those States should be made to return, with interest, the unlawful assessments that their servants in authority have made, and tortured from the hard-struggling shipowner, from year to year.

As an illustration of this persecution against our shipping community, the State taxation against the tonnage of the Pacific Mail Steamship Company has amounted in 1881 to \$10,000.

Local fees are still required in the following States :

Maine -----	As on personal property.
Massachusetts -----	On the income of vessels only.
Maryland -----	As on personal property.
Virginia -----	" "
North Carolina-----	" "
South Carolina-----	" "
Florida -----	" "
California -----	" "
Oregon -----	" "

Personal property tax ranges from 2 to 4½ per cent. on assessed value.

CONSULAR FEES.

The unjust fees upon American Ship-owners, viz : of \$800,000, and starvation of Consuls, are severely criticised ; yet the Consul does not absorb this tax by any means.¹

The total Ship- owning value in the world in carrying tonnage is -----	103,390,000
Of which Great Britain owns -----	55,000,000

And all the remainder of the world only -----	48,390,000
With over one-half the tonnage of the world, England exacts only, in Consular Fees, from her Consular Service -----	200,000
While the United States exacts four times the sum -----	800,000

Great Britain appropriates for this service -----	1,300,000
The United States -----	750,000

The British excess of appropriation over fees is -----	1,100,000
The United States excess of fees over appropriation is -----	80,000

Here is the remarkable evidence that Great Britain, with a Consul in every (real) port of the world, with far more sagacity in commercial administration than we have yet shown, and with a tonnage vastly greater than ours, exacts only ONE-FOURTH the amount of Consular Fees.

The American Statistical Review, in 1879, made strong efforts to enlist the interest of Congress for a reconstruction of this important branch of service to the prosperity of our country—individually and nationally. That magazine argued for a purely commercial corps of workers as well as for a reduction of fees against United States ships, as follows :

"Consuls were first created at Corinth by appointment to mercantile posts. Selected from merchants (not politicians) who understood the commercial relations of their country—men of manners, who studied to advance the trade of their people. A source of revenue also, the aggregate of fees received therefrom being at present (1879) over \$70,000 in excess of expenses."

And again it called attention to the fact that—

"Great Britain has wisely accumulated strength and prosperity by a liberal policy to her mail ships, yet advises other nations that such policy is unwise. Great Britain supports her courts to protect ships. The United States starves her Consuls and make them scrape their fees from off the Americans ships to add a few pennies to the *United States Treasury* under the pretence of economy."

¹ For a detailed comparative exhibit of Consular Fees of the United States, Great Britain, Germany, France, and Italy, see Part 3.

To understand the exact condition of this burden and to see what fees the Consul actually requires from ship owners, it is necessary to examine the Consular Tariff.

The following clause was entered upon our Statutes by virtue of the "Act making appropriations for the Consular and Diplomatic Service for the year ending 1880," approved January 27, 1879, viz, (an amendment offered by the Hon. Mr. Hewitt):

"And the President is requested to revise the tariff of consular fees, and prescribe such rates as will make them conform, as nearly as may be, to the fees charged by other commercial nations for similar services."

Although the above did not specify the fee per tonnage in foreign ports, it was, nevertheless, hoped especially that a modification of these burdens to American shipping would be made.

The following comparison of old and new rates is taken from advance sheets of Hill's "Analyses of Tariffs of the World:"

NOTE.—Specifications that have been omitted in new tariff are marked dropped, those added are given in italics.

Acknowledgments.

	<i>Old rate.</i>	<i>New rate.</i>
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	1874.	
Of the master to bottomry-bond, with certificate under seal	\$2 50	\$1 00
Of the master to a mortgage or mortgage bill of sale of vessel	2 00	1 00
Of the master to an order for payment of seamen's wages or voy- ages, at home, including making up the order if required	2 50	1 00
Of the merchant to assignment of bottomry-bond	2 00	1 00
Of the vendor to a bill of sale of vessel	2 00	1 00
* * * * *	*	*

Authenticating copies of papers.

Of advertisement for funds on bottomry	1 00	1 00
Of inventories and letters or either, of master	1 00	1 00
Of marine note of protest	1 00	1 00
Of extended protest	1 00	1 00
Of account of sales of vessel, cargo, provisions and stores or either	1 00	1 00
* * * * *	*	*
Of advertisement of sale of vessel or cargo, provisions, or stores, (dropped)	1 00	
Of call, warrant, and report of survey on vessel, hatches, cargo, provisions and stores, or either	1 00	1 00

Authenticating signatures.

* * * * *	*	*
To estimate of repairs of vessels	2 00	1 00
To (auctioneer's) account of sales of vessel or cargo, provisions or stores	2 00	1 00
To reports of survey on vessel or cargo, provisions or stores	2 00	1 00
Of forms of application for arrears of pay of bounty of deceased or disabled soldiers	25	25
* * * * *	*	*

Certificates.

To bill of health	\$2 50	\$2 50
Of indorsement of bottomry on ship's register	2 00	1 00
Of ditto on payment of bottomry on ship's register	2 00	1 00
Of ditto of new ownership on ship's register	2 00	1 00
Of canceling ship's register	1 00	1 00
To currency	5 00	2 50
Debenture certificate, including oaths of master and mate	5 00	1 00
Of decision and award, in cases of protests against masters, passen- gers, or crew	*	*
Of the deposit of a ship's register and papers when required by cus- tom-house authorities	2 00	1 00
In cases of vessels deviating from the voyage	2 00	1 00
When ship's register is retained <i>entire</i> in the Consulate (dropped)	2 00	2 00
Of identity (dropped)	2 00	2 50
To invoice, including declaration, in triplicate	*	*
* * * * *	*	*
Of appointment of new master, including oath of master	2 00	2 00
Given to a master at his own request, if less than two hundred words, under seal	2 00	1 00
For every additional hundred words (dropped)	1 00	2 00
Of the ownership of a vessel	2 00	1 00
To a seaman of his discharge	No fee.	No fee.
For master to take home destitute American seamen	No fee.	No fee.
Of conduct of crew on board, in cases of refusal of duty and in cases of imprisonment, &c.	2 00	2 00
Of sea letter (dropped)	3 00	
Of roll or list of crew, when required by the captain or authorities of the port	2 00	1 00
To shipping-articles (dropped)	2 00	
<i>For medical examination of persons on vessels bound from foreign ports to ports in the United States :</i>		
For twelve persons and under	1 50	
For over twelve and not over twenty persons	2 50	
From twenty to one hundred for each ten persons or less	1 00	
Over one hundred, at the rate of \$5 for each additional hundred persons.		
<i>In cases of vessels deviating from the voyage</i>	1 00	
* * * * *	*	*
To a vessel's manifest	2 50	
To the purchase of foreign-built or American vessel abroad	2 50	
To the examination required by section 2162 of the Revised Statute for each emigrant (Art. XXI)	25	
To one or more deaths or losses of seamen overboard at sea, includ- ing oaths attached to crew-list and shipping-articles, each	50	50
To ship's inventories and stores	50	50
To the correctness of log-book	50	50
To ship's bills and vouchers for disbursements and repairs	50	50
To the animals, vehicles, and goods of an emigrant, including certifi- cates	50	
When seamen were picked up at sea		No fee.
<i>Filing Documents in Consulate.</i>		
Consul's certificate to advertisement for funds on bottomry	25	25
Inventories of vessels, cargo, provisions, and stores, or either	25	25
Estimate of repairs of vessel	25	25
To advertisement of sale of vessel, cargo, provisions, and stores, or either	25	25
Letter of master notifying Consul of sale of vessel, cargo, provisions, and stores, or either	25	25
Of master notifying auctioneer of sale of vessel, cargo, provisions, and stores, or either	25	25

Accounts of sale of vessel, cargo, provisions, and stores, or either	\$0 25	\$0 25
Calls of survey on vessels, hatches, cargo, provisions, and stores, or either	25	25
Warrants of survey on vessels, hatches, cargoes, provisions, and stores, or either	25	25
Reports of survey on vessels, hatches, cargoes, provisions, and stores, or either	25	25
For filing any other document in or out of the consulate	25	25

Consul's Orders and Letters.

To send seamen to hospital	No fee.	
To send seamen to prison	2 00	1 00
To release seaman from prison	2 00	1 00
To authorities or captain of the port, in cases of sinking vessels	2 00	1 00
Requesting the arrest of seamen	2 00	1 00
* * * * *		
Notice to master of result of examination of complaint of crew	--	1 00
Warrant of survey on vessels, hatches, cargo, provisions, and stores, or either	--	1 00
Notifying surveyors of their appointment	--	1 00

Protests.

For noting marine protest	2 00	2 00
For extending marine protest	3 00	3 00
And if it exceed two hundred words, for every additional one hundred words	50	50
For issuing warrant of survey on vessels, hatches, cargo, provisions, and stores, or either, (dropped)	2 00	
Notifying surveyors of their appointment, also notifying agents of insurance companies interested, each, (dropped)	1 00	
Protest of master against charterers or freighters	--	2 00

Preparing Documents.

For preparing agreement of master to give increased wages to seamen, attested under seal (dropped)	2 00
--	------

Recording Documents.

Appointment of new master	50	50
Average bonds, when required, for every one hundred words	50	50
Bill of sale, when required, for every one hundred words	50	50
Certificate given to master at his own request, when required	50	50
Consul's letter to captain of port, or authorities, in case of sinking vessels	50	50
Order and Consul's certificate to pay seamen's wages or voyages, at home	50	50
Powers of attorney, when required, for every hundred words	50	50
Protests of masters and others, other than marine protests, for every one hundred words	50	50
Sea-letter, for every one hundred words	50	50
Calls of survey on vessel, hatches, cargo, provisions, and stores, or either; warrants and reports thereof; estimates of repair; certificates of Consuls to advertisements for funds on bottomry, and of sale of vessel; inventory of vessel, cargo, provisions, and stores; letter of master to Consul notifying sale of vessel, cargo, provisions, and stores, or either; letter of master to auctioneer, and account of sales of vessels, cargo, provisions, and stores, or either, for every one hundred words of any document required to be recorded, except Consul's certificate to masters taking home American seamen,	50	50
* * * * *		

Receiving and delivering ship's papers.

For receiving and delivering ship's register and papers, including consular certificates as prescribed in Forms Nos. 13 and 14, one cent on every ton, registered measurement of the vessel for which the service is performed, if under one thousand tons; but American vessels running regularly by weekly or monthly trips, or otherwise, to or between foreign ports shall not be required to pay fees for more than four trips in a year; and tonnage-fees shall not be exacted from any vessel of the United States touching at or near ports in Canada, on her regular voyage from one port to another within the United States, unless some official service required by law shall be performed	\$0 01	\$0 01
And for every additional ton over one thousand, one half of one cent	0 0½	0 0½

Shipping or discharging seamen.

For every seaman who may be discharged or shipped, including the certificates therefor attached to crew-list and shipping-articles, to be paid by the master of the vessel	1 00	1 00
--	------	------

Miscellaneous services.

For clearance when issued by the consul, as at free ports	--	2 00
For entry of result of examination in vessel's log-book	--	2 00
Agreement of master to give increased wages	--	1 00
For issuing, preparing, and executing the receipt for two-thirds extra wages; the waiver of two-thirds extra wages; complaint of crew of bad quality or insufficient quantity of provisions or water; affidavit or certificate of attending physician; receipt for effects of deceased seamen	--	No fee.

Thus it will be seen that the only result from the above quoted provision or request for revision of fees against American shipping, has been in charges for "acknowledgments, authenticating signatures, etc., " while even in this respect many other specifications have been added.

While it is true that the onerous paragraph creating the fee per tonnage "for receiving and delivering the ship's papers, has been changed from the Appendix to the body of the Consular Regulations, the fee reappears unchanged in rate or per tonnage under or over 1000 tons, and the fee for shipping or discharging seamen," also remains excessive as formerly.

The basis of a Tariff of "Consular Fees," of Great Britain, has not been reached by any means, as there are 106 specified United States charges, against 39 British charges.

In the British Tariff there is no charge whatever to compare with our one cent. per ton tax "for receiving and delivering ship's papers," as referred to above; and "for shipping and discharging seamen" the rate of Great Britain is only 50 cents compared with \$1.00 per capita of our tariff.¹

¹ See Addenda for Comparative Tariffs of principal countries.

The returns from the Consular Fees from charges against American Shipping for 1882, are as follows:

Vessels Fees and Charges.

Shipping and discharging crews.....	\$16,478 98
Tonnage dues.....	30,181 94
Bills of health and clearances.....	25,161 24
Other fees.....	22,502 55
Extra wages.....	35,581 47
	\$129,906 18

Thus it will be seen, as the Fifth Auditor remarks in his official report, that, notwithstanding the very considerable decrease, which took effect October, 1881, the fees received for 1882 are \$46,774.19 in excess of 1881.¹

This fact does not altogether show an increase in transactions, but that the decrease has not been effectual in the object and points desired.

It is therefore recommended—

1. That American vessels wholly owned by citizens of the United States, touching at any or all foreign ports, shall have exemption from paying tonnage fees for ship's papers as now granted to such ships touching at Canadian ports.

2. That American vessels be not required to pay three months' wages to all seamen discharged in foreign ports, or that the law be at least suspended until we have "American seamen" to return home.

3. That all consular fees charged to American vessels in support of the Consular service be abolished.

SHIPPING COMMISSIONERS' FEES.

R. S., Title 53, Secs. 4501-4502, 1872.

Of all the home evils that handicap the welfare of what might be an American seaman, and just treatment of American ship-owners, there is nothing more of an obstacle than this so-called Shipping Commission excepting that of our Postal Restrictions.

This title is a disgrace to national legislation, and should be eliminated from our statutes or corrected and limited in authority.

No greater burden, as an evil to American Shipping, exists than the so-called "Shipping Commission."

¹ For a comparison of fees of the principal nations upon tonnage in foreign ports, see Addenda.

A pest to ship-owners and an imposition upon seamen.

Your committee has, however, been told about the "blood money" exacted, and the petty abuses resulting from this source, to the injury and dissipation of harmony in the discipline of a Steamship Company, by the unwise creation of this Commission, and by the exacting of a taxation of fees, contributing to its support.

Complaint after complaint has been made, year after year, against this incubus to ship-owners; yet, strange to say, the burden remains.

Great Britain has long since abandoned such an inoperative system; and, although late, there is yet time to improve by its immediate abolition.

The official returns of this service show—

That it robs our shipowners of more of their scanty earnings than any other burdens;

That it interrupts the discipline of the service; and

That it exacts from the poor sailor the last dollar, or leaves him who is without the means or disposition to be bled, to remain idle in our streets.

The fees enacted *by law* are—

Fee payable for each seaman, of crew.....	\$2 00
" " on discharge.....	50
" " for each boy apprentice.....	5 00

The fees exacted by the incompleteness of the law are many, and underhanded, but notwithstanding the immense returns of hundreds of thousands of dollars yearly, and which is made to Government, as the commissioner's yearly salary is nominally \$5,000, the perquisites, and so-called "blood money," is a source from which wealth and the life earnings of the ship flows to the official.¹

It should not be expected that testimony coming from this Commissioner would be free from bias, or based upon information beyond his own peculiar interest.

¹ See under Foreign Policies "for greater wisdom in Foreign Laws."

INSURANCE COMBINATION.

More properly, this condition belongs under the division, of this argument, of "Booty." No condition influencing our shipping or rendering more damage to other industries mutually can be cited, than the pooling of interest in Great Britain by the shipbuilders, merchants, underwriters and consular corps against all shipping of the world foreign to her Majesty's service.

This is legitimate; it is wise; it has been the chain of influences encircling the globe, and connected with every port in the world; its power and the facility with which it is shielded against competition is similar to the power of a school of sharks against the simple defence of a more beautiful and acceptable object of the sea.

It is however an amphibious creation that feeds upon American commerce and destroys American shipping.

How long will it be before a chain of American financial agencies is created of home insurance, home shipbuilding, home shipowning, and our own consular service in defense against such wise business combination of England, as were our navigation laws in dernier necessity of defense? for this incorporation, viz.: the British Lloyd was simply the substitute in the abolition of and alias for the British navigation act.¹

LIGHT-HOUSE FEES.

"R. S., sec. 4225: A duty of fifty cents per ton, to be denominated 'light money,' shall be levied and collected on all vessels *not of the United States* which may enter the ports of the United States. Such light money shall be levied and collected in the same manner and under the same regulations as the tonnage duties." Approved March 27, 1804.

It will be seen that, by wise provision, this "light money," or fee, is required at present of only foreign ships, and the absurdity of claiming this as a burden upon the American ship simply devised by those agents who are endeavoring by every persuasive misrepresentation to point away from, rather than to, the true cause of our shipping decline.

The admission of foreign ships to *free entry* must grant every privilege of birthright under American Register, and conse-

¹ The writer has so often drawn attention to the condition and immense influence against American shipping, while Congress seems deaf to appeal, that the importance thereof has suggested a detailed exhibit prepared for Addenda, following pages under Foreign Policies.

THE MONOPOLY OF THE CARRYING TRADE

OF THE
WORLD
BY
BRITISH STEAM SHIPPING,
UNDER THE CONTROL OF

British Lloyds, Exchequer and Board of Admiralty.

Progress of Steam in the Shipping of Nations.

(Ships in Foreign Trade only.)

	1840.	1850.	1860.	1870.	1880.	1882.
Austria				49,977	54,600	91,157
Belgium	1,048	1,604	4,254	9,501	65,224	74,119
Denmark				10,453	44,240	79,888
France ¹	9,585	13,925	68,025	154,415	277,759	464,179
Germany				81,994	215,758	332,034
Holland		2,706	10,132	19,455	64,394	119,021
Italy				32,100	77,050	111,055
Norway				13,715	38,463	76,768
Russia					69,027	134,550
Sweden					81,049	95,429
Spain					152,604	220,085
United Kingdom	87,539	167,698	452,352	1,111,375	2,720,551	4,823,043
United States	4,155	44,942	97,296	192,544	170,838	154,570

¹ The advance Trade in French Shipping under the new Bounty Law is here seen.

² Bureau Veritas.

U. S. Consul Jones, in Consular Report No. 26, page 70, gives the gross steam tonnage of this year as 6,860,000 tons, but the above figures (all) represent foreign trade, hence the small tonnage of the United States will be noted—the total steam tonnage thereof being 1,355,826. (See also table Progress of Steam Tonnage.)

In the British Consular Regulations, paragraph 20, Consular Officers are directed to act as agents to the British Lloyds and to British Steam Navigation Companies having contracts for carrying Her Majesty's Mails. (See "Booty.")

*Record of Steam Vessels Built in 1837, and of the Total Registered
Steam Vessels in the United States in 1838.*

(From Official Report of Secretary of the Treasury, 1838.)

States.	1838.		1837.	
	Number steam vessels. (Registered.)	Tonnage steam vessels. (Registered.)	Tonnage steam vessels. (Registered.)	Number steam vessels built.
Maine	8	1,609		
New Hampshire	1	215		
Vermont	4	903		
Massachusetts	12	1,443	171	1
Rhode Island	2	698	965	1
Connecticut	19	4,108	2,641	1
New York	140	29,708	24,437	16
New Jersey	21	3,757	444	
Pennsylvania	134	18,243	19,331	48
Delaware	3	494	373	
Maryland	10	6,800	7,135	4
Dist. of Columbia	5	801	1,477	1
Virginia	16	1,970	1,667	
North Carolina	11	2,014	521	1
South Carolina	22	4,794	4,715	5
Georgia	29	4,273	4,521	2
Florida	17	1,974	1,194	
Alabama	18	2,703	4,396	
Mississippi ¹				
Arkansas ¹				
Louisiana	80	4,986	54,421	9
Tennessee ¹			5,198	2
Illinois ²				
Indiana ²				
Kentucky	41	8,356	1,714	
Iowa ¹				
Wisconsin ³				
Missouri	42	7,967	3,668	
Ohio	79	15,396	12,875	42
Michigan	13	2,611	2,193	1
U. S. Government	14	9,011		
Total	700	126,693	153,660	185

¹ No returns.

² No returns except in part with Indiana and Kentucky.

³ No returns except in part with Michigan.

The estimated figures for those States are, viz. :

Number, 100, making a total of 800 steam vessels.
Tonnage, 1,813, making a total of 155,473 tons.

(180)

quently cause a diminution in revenue to the Coast Survey Service, and an additional tax upon our people, thus subsidizing correspondingly foreign labor.

Let the farmer ponder well upon this.

CUSTOMS TARIFF.

No greater absurdity was ever promulgated than the delusive cry that the Tariff on Imports affects the existence of the ship.¹

It is not intended here to argue in favor of protection or free trade, but to cite facts only.

The history of Great Britain contradicts this imagination so emphatically that it is only necessary to remind you that she became "Mistress of the Seas under the most proscriptive tariff of the world, until 1859."

The fallacy of British statesmen or statists in declaring or arguing that Great Britain has been benefited, from the mere fact of free ships and free trade, or that such was the philanthropic impulse that led to the repeal of the Navigation Law in 1849, (January 1st, 1850,) and of her General Tariff in 1859, or her Corn Laws in 1846, is clearly shown by the highest British authority, Sir Edward Sullivan, who says:

"Thirty years ago England had almost a monopoly of the manufacturing industries of the world; *she produced everything in excess of consumption*; other nations comparatively nothing."

This was the reason of Great Britain's magnanimity and liberality.

Here is what a United States Consul writes on the growth of British Shipping, in the official Consular Reports, published monthly; speaking of the strength of England in iron resources; the doubt at first as to its utility, but soon realizing the immense power she possessed, and recognizing also the complete impotency of other nations comparatively. The Consul of Newcastle, England, says:

"The reaction which followed the close of the Crimean war, together with the successful competition of American tonnage, influenced unfavorably the earnings of the wooden ships. Enterprising owners looked around for a remedy. The screw collier John Bowes had proved a commercial success. If iron steamers engaged in the London and Northeastern coal trade left a satisfactory margin of profit, why could the same class of tonnage

¹ See also evidence under "Navigation Laws."

not be advantageously employed in carrying grain and other merchandise on long voyages? Partnerships were formed and companies organized upon the Tyne and Wear, and elsewhere, to build or buy large cargo-carrying iron screw steamers to do a "roving" trade—that is, to take cargoes anywhere upon voyages offering the most remunerative freight."

Our Customs Tariff is no more a restriction upon our Shipping than was "the poor slave," whose fetters some are now trying to find and shake before the weak-minded or prejudiced as the connecting link and the compromise in effecting our Navigation Laws. (See pages 14-16.)

Such fallacy may aggravate prejudice against American Industry, but can never be made history. Even the ardent free-trader and British shipper, a most able, although partial, writer, Mr. Lindsay, records a flat denial, that stamps such insinuation as absurd, as follows:

"A very large amount of capital had been invested by Americans in the famous ships employed in the California trade; but even these, before the close of 1854, were becoming unremunerative, owing to the competition of British iron and screw steamers, which were the main weapon whereby we bade defiance to the competition of all other nations in the general ocean race then just then commenced."

Let, then, all false teachings be hushed.

At this hour the U. S. Congress betrayed our great Industry—and has, even "thrice."

There was no competition possible in yield of profit. The only way for England to increase profits was to gather in and monopolize foreign trade.

Such step was the abolition of her Navigation Laws, and an invitation proclamation to the world to enter British ports—for what? For her monopoly?

It was wisdom, political economy. Laws of nations must be wise and self-protective or a nation's power must end.

The same Consul continues, "Wealth accumulated rapidly in the coffers of iron-ship owners, and the demand for shares in vessels in course of construction doubled the number at disposal. A fresh lease of prosperity was secured by the opening of the Suez Canal. The irony of history is nowhere more keen and significant than in connection with this great engineering triumph. Lord Palmerston opposed the scheme 'upon political grounds.' Lord Beaconsfield purchased a controlling influence in the management of the canal upon political grounds. And

the government of Mr. Gladstone goes to war, if not ostensibly, to maintain control and assert supremacy over the great highway to India. The premier's position is tenable; this is a commercial nation; 80 per cent. of the tonnage passing through the canal sails under the British ensign."

Here is the truth presented—the cause, and the result!

NAVIGATION LAW RESTRICTIONS.

In the foregoing pages it has been shown that those laws were based upon the necessity of retaliation and protection against depredations of British ships. It is here necessary to consider whether their abolition would be beneficial to us or not, at this period.

In view of the continual labored attempts to prove that the 'Repeal of the British Navigation Law' caused a benefit instead of a depression to British shipping, the following table of official figures to prove the true result, and to show that British ship-owners and the British carrying trade would have been ruined thereby, had any other nation been in a condition to build iron steamers, and make a competitive struggle.

Interests of British Ship-Owners.

Annual average.	Difference.	Total tonnage entered during each 5 year period.			P'recentge of British to total.
		British.	Foreign.	Total.	
		Tons.	Tons.	Tons.	
1834 to 1838		2,529,604	981,480	3,511,048	72
1844 to 1848		4,352,092	1,831,570	6,183,662	70
1854 to 1858		6,065,793	4,154,735	10,220,528	59
1844 to 1848	Increase.	1,822,488	850,090	2,672,578	68
over					
1834 to 1838	Percentage.	72	86	76	
1854 to 1858	Increase.	1,713,701	2,323,165	4,036,866	42
over					
1844 to 1848	Percentage.	39	126	65	

Thus it will be seen that the repeal of British Navigation Laws caused an increase of foreign over British tonnage of (126 less 39) 87 per cent., on a comparison of the five years of equal period before and after repeal, viz.: 1844 to 1848, and 1854 to 1858. To see also further, let us take a similar view at the carrying trade before and during the same period.

The Carrying Trade (of Commerce) of Great Britain before and after Repeal of Navigation Laws.

Annual Average.	Total Value of Exports of Great Britain.	Tons of Commerce Exported.			Percentage of British to total.
		British.	Foreign.	Total.	
1834 to 1838-----	\$235,000,000	2,534,261	1,010,551	3,544,812	71.
1844 to 1848-----	290,000,000	4,395,217	1,906,217	6,301,434	67.
1854 to 1858-----	550,000,000	6,173,380	4,453,068	10,626,748	58.
1844 to 1848----- over -----	55,000,000	1,860,956	895,066	2,756,622	
1834 to 1838-----	22.	78.	88.	77.	67.
1854 to 1858----- over -----	260,000,000	1,778,163	2,547,151	4,325,314	41.
1844 to 1848-----	90.	40.	133.	68.	

In the above it will be seen that England was terribly shaken in tonnage of ships and shipping trade by the repeal, and that the gain of foreign over British shipping trade increased (133-40) 93 per cent, on a comparison of the five-year periods given before and after the repeal.

Had not the resources of Great Britain at this time in *iron ore and iron manufactures* been so far greater than all other nations British Shipping would have been paralyzed. The United States could not stand such a repeal; her shipping, now struggling for existence in competition, would be completely wiped out.

Iron! British iron, was the power, as shown above, that "defied nations"; iron in manufactures on land and in ships on the seas—

supported by the British exchequer and the British Lloyds—"defied" the combined world of this "infantile industry."

But what relation do our Navigation Laws bear to this monopoly of England? They are our only actual means of present defense. Our coasting trade is all that we have left. (See "Coasting Trade" Addenda.)

Here is the opinion of the first and famous writer upon "Free Trade"—a "glittering generality" for our theoretical professors of dead languages and dead literature.

"As defence, however, is of much more importance than opulence, *the act of navigation is, perhaps, the wisest of all the commercial regulations of England.*" (Adam Smith's Wealth of Nations.)

For this expression, Mr. Macgregor, the British commercial historian, administers a rebuke, terming it one of Mr. Smith's "few fallacies."

Are we in the condition to cope with Great Britain in this industry to-day? Could we possibly stand the shock that England sustained with every advantage and monopoly in her hands.

What nation besides Great Britain is without navigation laws, that possesses ships and controls her own carrying trade. It is necessary, therefore, to look into the condition of our ship-building industry.

CONDITIONS OF SHIP-BUILDING.

Referring to the unjust assertion, rather than query, purported to be issued by the committee—before its convening—that it is not possible for Americans to rival Great Britain in the art of ship-building, it is now proposed to look into the conditions, cost, facilities, and to the record made in American history, and of our tonnage to-day.

Without dwelling tediously upon our record of the past, the illustrations herein presented of the "Great Republic," the "Atlantic" and the "Peking" mark irrefutably our prestige and the three epochs of the world's shipping. It is not claimed that to-day we can build as cheaply, but in completeness, not even England can boast of superiority over the American iron ship now

launched from our perfected ship-yards on the Delaware.

But for comparison, let us revive the testimony of one now gone, but whose identity with this great industry of our country will be immortal.

OFFICE OF THE WESTERVELT SHIP-YARD,
GREEN POINT, LONG ISLAND, February 4, 1868.

SIR: I have received your letter of the 31st ultimo, requesting me to communicate to the Bureau of Statistics any information in my possession upon which an estimate can be based of the average value per ton of all the merchant vessels of the United States in 1828, or any year thereabout, or any year or years since.

The cost of first class merchant ships built in this city, say, from the year 1828 to 1855, would average about \$65 per ton; consequently, a ship of 1,000 tons would cost \$65,000, when new and ready for sea. But as you want to get at the value of the whole of the mercantile marine, I think it is fair to assume that the average of the whole would show that they were six years old, and consequently the value of the whole should be estimated from that view of the case.

I have found the depreciation of ship property to be about six per cent. per annum; and supposing a good vessel to depreciate at that rate, it would follow that a ship of 1,000 tons, and costing, when new, \$65,000, would, at the end of six years, have depreciated \$23,400, and leaving her value \$41,600, or \$41 6-10 per ton.

I suppose, however, that ships built in New England and elsewhere in the United States cost something less, and I would, therefore, put the value of the whole mercantile fleet, during the years above mentioned, at \$40 per ton.

Yours, respectfully,

JACOB A. WESTERVELT.

This was the period when American ship-building should have been revived. Congress had (1866) made an appropriation for carrying the mail across the Pacific. Iron ships had been built by Messrs. Harlan & Hollingsworth, and Cramp & Sons had sent out upon the deep that terrible destroyer, the Ironsides, with 10 guns broadside. It is strange, but painfully true and necessary to record, that those who received this aid from Congress spent not only that bounty, but the earnings of their treasury, the Pacific Mail Steamship Company, in building wooden ships, when the world had known for years, and the monitors of our civil war had proven that iron was "king of the seas."

Referring to such folly, (even in 1854,) Mr. Lindsay writes, ridi-

culingly, "had it not been for the resources we held within ourselves, (iron, coal, &c.,) and the indomitable energy of our people, foreign shipping might then and there have gained an ascendancy which might not afterward have been easily overcome. We had one advantage which our great American competitor did not possess. We had iron in abundance, and about this period we were specially directing our attention to the construction of iron ships to be propelled by the screw."

The U. S. Consul at Newcastle-on-the-Tyne, writes, "When efforts were being made to establish a line of steamers between Newcastle and New York, it was contemplated to build two steamers on the Tyne, whilst a well known American firm would construct two more. The measurements, speed, accommodation, and requirements were identical in both cases; and one of the managing owners, himself an experienced navigator, conversant with ships in all their details, states the difference between the cost of British and American ships to be about 20 per cent. in favor of the "old country."

This practical although partial Inspector reported as follows:

"The bids we had for Taurus steamers, 4,500 tons burden, were low at the time we took them; but prices went up shortly afterwards. I then, before the rise, estimated the difference between American and British prices at 20 per cent. at least; but A. B., the steamship builder of New York and Philadelphia, made the difference only 16 per cent.; in fact, he offered to build within that figure of any average tender we could show him from this side. The work I saw in American yards was, to all appearance, equal in quality to work on this side; but there were varieties in design, with a view to economize labor, which may or may not stand the test of actual hard service. The marine engine work was splendid, and, *in my opinion, superior to ours on this side*. I had no opportunity of testing the quality of iron used in ship-building, but have no doubt it would compare favorably with the material used here."

Here is testimony from a rival source that should make the author of the Committee's queries blush—for it is well known that such queries were not generated by the Committee. On page 238 of Mr. Hewitt's report upon "Depression in Labor and Business," the following candid expression of Mr. Charles H. Marshall appears:

THE CHAIRMAN. Have you any knowledge as to the cost at which iron steamships can be built here at present?

MR. MARSHALL. I have no positive information in regard to that; but I have been told by Mr. Gause, the vice-president of the Harlan and Hollingsworth Company, at Wilmington, that an iron ship can be built in this country almost as cheap, if not as cheap, as she can be built on the other side. While I do not mean to dispute his assertion, my own impression is that there is a difference in the cost, and that an iron ship cannot be built in this country as cheaply as on the other side; but she can be built very much cheaper than she could be built a few years ago.¹

Accepting this as our conditions in 1878, the progress that we have made since that time will be seen in the table of official figures given on page 38 of our tonnage to-day, viz :

Iron ships registered in the United States 1878 (steam)	79,023 tons.
" " "	1880 " 90,142 "
" " "	1882 " 102,982 "

The following official return of iron *steam* vessels built in our country last year shows that it is only necessary to create the demand in our country for ships, by making their existence and subsistence possible—after being built, by affording the means to compete in freight and insurance rates with those subsidized, indemnified, aided, or mail-paid of other countries, and our iron ships will soon cover the ocean.

From official Report of U. S. Register, 1882, p. 145.

Ports.	Total.	
	No.	Tons.
Philadelphia, Pa	26	26,576.40
Pittsburgh, Pa	1	436.92
Wilmington, Del	8	6,006.09
Baltimore, Md	1	623.50
Saint Louis, Mo	1	98.95
Chicago, Ill	1	86.64
Detroit, Mich	3	4,076.82
Cleveland, Ohio	1	2,164.42
San Francisco, Cal	1	27.05
Total	43	40,096.79

¹There were no iron sailing ships reported by the Register as built, although the Bureau of Statistics, Treasury Department, (evidently a typographical error,) reports 43 tons.

THE PIONEER IRON SHIPBUILDER OF AMERICA,



SAMUEL HARLAN, JR.

1836.

Betts, Pusey, and Harlan, in 1836, began partnership with plant covering less than two acres. The firm was changed to Betts, Harlan & Hollingsworth in 1841, to Harlan & Hollingsworth in 1849; by the admission of Mr. J. Taylor Gause, in 1858, to this title was affixed "Company," and in 1867 was incorporated a company under the title of The Harlan & Hollingsworth Company, and now has a plant covering FORTY-THREE acres, and a record of over two hundred iron ships, built since 1836.

This firm built the first perfected iron steamer in this country—the propeller "Bangor"—in 1843.

The writer is not without full information of all asserted or just claims to priority in such record, especially the small boat "Codorus," of York, Pa., 1825, (sent South,) the "Stevens Battery," (never completed,) the "Valley Forge," 200 tons, (river,) the "Novelty," (canal,) 1867, and, as shown in preceding pages, the "Randolph" and "Fire Fly," which were sent over here *in pieces*; the "Stockton" afterward "New Jersey,") and others, imported, and the several small crafts that were built here more as experiment; but after careful research, it can be said without fear of authoritative denial, that as to Fulton belongs the fame of the first perfected steamship, so also to Samuel Harlan belongs the fame of building the first perfected Iron Ship in America.

In view of these official facts it seems remarkable that this Committee should question the steady development of our iron shipbuilding!

The Total Tonnage of the United States is as follows:
(Foreign and home trade.)

Classification.	1881.		1882.		Decrease and increase.	
	Sail and Steam.		Sail and Steam.			
	Vessels.	Tons.	Vessels.	Tons.		
Registered (Foreign trade).....	2,326	1,335,586.18	2,185	1,292,294.50	D. 43,291.68	
Enrolled and licensed (coastwise trade).....	21,739	2,722,148.29	22,183	2,873,638.74	I. 151,489.45	
Total.....	24,065	4,057,734.47	24,368	4,165,933.24	I. 108,198.77	

Thus it will be seen that while there appears an increase in total tonnage, there was a decrease in the foreign service, still it must be remembered that there has been proportionately a steady increase in iron tonnage as shown above.

It is not prudent to overlook the strength of a rival in any contest; therefore, in contrast to this exhibit of iron shipbuilding in the United States—small, but growing in tonnage, and A 1 in completeness, needing only the demand to make the supply cheaper and abundant—let us look into British shipyards and see what is there being done.¹

The estimated increase of steam tonnage for 1882 is given by our Consul at Newcastle as 1,170,000, which the Consul naturally terms unprecedented; and if he is correct in this estimate, which is, in fact, confirmed by other authority, it is a matter certainly worthy of investigation as to the cause, especially as it is claimed to be built chiefly for the "American trade."

The Consular reports of the Department of State shows the following amount of tonnage built and location of shipyards in the United Kingdom, (1877 to 1881:)

¹ The "book of testimony" of the Committee, page 293, indicates that parties were appealed to for this information. Had the monthly Consular Report been examined, this and other valuable information would have been found at hand.

1881.

Where built.	Sailing.		Steam.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Aberdeen.....	2	2,458	6	3,201	8	5,749
Barrow.....	1	121	11	15,222	12	15,343
Bristol.....	1	84	3	349	4	433
Belfast.....	2	190	12	13,044	14	13,803
Campbeltown.....			5	1,212	5	1,212
Dundee.....			851	11,710	12	12,561
Glasgow.....	28	10,917	80	77,901	108	88,828
Greenock.....	15	11,072	12	13,071	27	24,143
Hartlepool.....			10	9,949	10	9,949
Hartlepool, West.....			20	22,434	20	22,434
Hull.....	2	158	6	6,973	8	7,131
Leith.....	1	901	12	3,937	13	4,838
Liverpool.....	9	12,051	14	13,396	23	25,447
London.....	46	1,963	18	760	64	2,723
Middlesbrough.....			8	9,231	8	9,231
South Shields.....	4	4,869	66	72,058	70	76,927
Southampton.....	11	9,824	3	2,975	14	11,299
Stockton.....	6	7,248	15	16,770	21	24,018
Port Glasgow.....	12	13,924	22	11,199	34	25,123
Whitby.....	1	42	6	6,586	7	6,628
Whitehaven.....	2	2,847	4	1,898	6	4,745
Tyne ports.....	3	275	103	91,640	106	91,915
Other ports.....	204	14,106	39	2,508	243	16,614
Totals, 1881.....	351	92,420	486	408,764	945	501,184
1880.....	348	57,480	474	346,361	822	403,841
1879.....	395	59,115	412	297,720	807	356,835
1878.....	585	141,165	499	287,080	1,084	428,245
1877.....	703	212,320	389	221,330	1,002	433,650

Comparing and combining the Consul's figures with those of Dr. Siemens, President of the British Association for the Advancement of Science, with data of President Giffen, and of Lloyds, there appears the following increase in British Shipping, viz. :

Years.	Tonnage.	Value.
1850-----	4,326,000	£25,600,000 say \$128,000,000
1880-----	{ Steam, 3,003,988	90,000,000 " 630,000,000
	{ Sail, 3,688,008	36,000,000 " 216,000,000
1882-----	{ Steam, } 9,150,000	{ 187,250,000 " 886,250,000
	{ Sail, }	{ 40,000,000 " 160,000,000

Consul Jones, Mr. Giffen, and all others, admit the wonderful increase without explanation—except by the annual drain of Shipwreck, and demand for foreign trade.

The above valuation is at the rate of £15 per ton. There is inconsistency in this, as it runs over the price per ton of iron steam building.

But taking an average of the cost of a number of vessels especially ordered, the cost per anumer is £11 5s., say, \$57.50 per ton, to the offer of Mr. Roach at \$65 per ton.

The Germania (British) cost £190,000, say, \$950,000, of 5,004 tons = \$169 per ton.

The "Tokio" (United States) cost \$1,200,000, of 5,500 tons = \$218 per ton.

The "San Blas" cost \$300,000, of 2,500 tons = \$120 per ton.

The following ships of the German Navy cost the enormous sums here given respectively :

König Wilhelm.	\$2,424,473 30
Deutschland	1,961,227 10
Kaiser	1,957,795 60
Sachsen	1,857,227 00
Friedrich der Grosse	1,738,213 25
Preussen	1,675,067 10
Bayern	1,649,420 70
Friedrich Karl	1,535,884 45
Kronprinz	1,498,619 60
Hansa	729,568 00
Total for ten years	\$17,007,496 10

In addition to the above sums, there has been paid for repairing the König Wilhelm \$465,993.35; Friedrich Karl, \$539,091.40; Kronprinz, \$290,827.65.

To let our own builders speak for themselves of their willingness to make contracts for constructing iron ships in competition with British ship-builders we have the following :

In response to an inquiry of the Hon. Mr. Dingley of your Committee, Mr. Roach, of Chester, replied "that last week he had made a contract to build an iron vessel at \$65 a ton."

Is there a British ship-builder that will offer to build at a less rate than £12, even in competition, although many old craft can be purchased at almost any price, to be transferred, and especial bargains are frequently offered. When the cost is so close as to range from ten to even twenty per cent. only, it is to be accepted that American shipping is not declining on account of the cost of the building.

Under the condition of Ship-building, the life of the ship must certainly be considered, the average period of service, the staunchness of condition after a long service, and also Shipwrecking.

In these respects American Shipping has a record unequaled even by Great Britain, as the following data indicates, although it is such a peculiarity of our people to accept any assertion or deduction—hypothetical or problematical—presented from foreign sources and by foreign statisticians, that it is not surprising to see in

our journals continually a depreciated estimate of our ships quoted from foreign authorship, and naturally biased against American rivalry.¹

There cannot be higher authority than the Fellows of the Statistical Society of England, but neither Mr. Glover nor Mr. Bourne, the best authorities upon Shipping, in the discussions of that society, have attempted to argue so hypothetically as some of our own writers and journalists copy from unauthenticated sources.

The most accurate data obtainable as to shipwrecks show for the year 1881 a loss throughout the world, viz:

Number of ships	Persons lost.	Value of property lost.
2,039	4,134	\$1,400,000,000

This was an increase over 1880 of 359 ships and \$500,000,000; over 1,050 of which ships were British.

Here is a proportion of over 50 per cent. of the loss belonging to Great Britain, while her percentage of the world's shipping is about 55 per cent.; hence, with all her superiority claimed and advantages acknowledged, her ratio of loss about equals her ratio of power in controlling the world's trade.

In speaking of the bad condition of several of the British ships in our ports, the New York Shipping Gazette recently remarked:

"If the power was delegated to proper officials in this country to detain unseaworthy British vessels, these figures would be more than doubled, so far as steamers are concerned, and would include some of the "finest" that trade to our ports. Mr. Plim-soll should come over here and see the needs of a governmental supervision over some of his country ships."

Regarding the record of American ships, it is possible to analyze our "vital" condition more thoroughly, as will be seen in the following record, which covers the three epochs of American Shipping :

¹Since the preparation of this work the printed testimony of the Committee exhibits on page 247, as evidence, the following unjust quotation from the Contemporary Review:

"Statistics prove this. The ordinary life of a ship, allowing for extraordinary circumstances, is, in the United States, 18 years; in France, 20; in Holland, 25; in Germany, 25; in Great Britain, 26; in Italy, 28; and in Norway, 30."

This was a mere statement without evidence.

There are no statistics whatever that can be produced to prove these ratios; on the contrary, the facts are very different, as will be seen.

Ratio of Life of American Ships.

Class.	Name.	Ton-nage.	BUILT.		Age, years	Record.
			Place.	Date.		
Bark.....	Amythest (1).....	356	Boston	1822	60	Still in service, Pacific trade. (1)
Steamer.....	Empire State.....	1691	New York	1848	34	Still in service, Massachusetts coast.
Steamer.....	Senator.....	1012	New York	1848	34	Still in service, California coast.
Steamer.....	Plymouth Rock.....	1127	Boston	1849	33	Still staunch and magnificent, New York harbor.
Ship.....	Sandusky.....	1010	Maine	1840	33	Still in service, Louisiana coast.
Ship.....	Washington.....	1850	New York	1849	33	Still in service, New York harbor.
Ship.....	Tonawando.....	1503	Philadelphia.....	1850	32	Still in service, Philadelphia harbor.
Ship.....	Shirley.....	1049	Massachusetts.....	1850	32	Still in service, Pacific coast.
Bark.....	Great Western.....	1562	New York	1851	31	Burned this year, (June 28, 1882,) California coast. (2)
Steamer.....	Atlas.....	1309	New Jersey.....	1852	30	Still in service, Jersey coast.
Steamer.....	Rich'd Stockton.....	1048	Wilmington.....	1852	30	Still in service, Jersey coast.
Ship.....	Dashing Wave.....	1054	New Hampshire.....	1853	29	Still in service, Pacific coast.
Ship.....	Lorenzo.....	1113	Maine	1853	29	Still in service, New York harbor.
Ship.....	Geo. Peabody.....	1516	Massachusetts.....	1853	29	Still in service, Massachusetts coast.
Steamer.....	Maryland.....	1093	Wilmington	1853	29	Still in service, Connecticut coast.

STAUNCHNESS OF AMERICAN SHIPS.

(1) Recently sailed from San Francisco to Ipiá, Navigator's Islands. For a long time after she was built she was run between Boston and Liverpool, and was considered one of the fastest vessels of her day. For twenty-one years she was used as a whaler in the South seas. Her best run to Liverpool from Boston was made in fourteen days, and the round trip in thirty-two days. In 1878 she was brought to this coast and placed in the China trade. While in the China seas in 1878 she outrode a typhoon which was so severe that three American ships within a radius of sixty miles of her were lost. In 1881 she experienced another terrible typhoon, which necessitated an outlay of several thousand dollars in repairs when she arrived in this port. Her timbers and bolts were examined before her departure and found to be in a condition likely to last for many years to come. (*New York Herald*, June 30, 1882.)

(2) She was one of the vessels of the Black Ball line, plying between New York and Liverpool. She was 1,800 tons register, and crowds have gathered around her at those ports, as she was considered a "big thing." She was twenty-nine years in the packet line, and made 116 trips without losing a member of her crew, a sail or spar. She is said to have carried 30,000 passengers at one time or another from Europe to America. Fifteen hundred births and two hundred marriages have occurred on board of her. Nine years ago she was brought out here and went into the coasting trade, and her good luck followed her until the morning of the 20th of June. She will soon be beached for her old iron. (*New York Herald*, *Shipping Items*.)

Here are fifteen American ships showing an average life of *thirty-three years!!!*

The Adriatic and Atlantic of the Collins' line of 1852-6 were sold abroad, but up to last accounts were, in hull and machinery, as firm as anything afloat.

The iron ships of our yards are not only models for Commercial and Naval service, but have proved themselves monarchs of the sea. (See also page 54.)

A very large amount of smaller tonnage might be added to this exhibit, but the above ships were taken as a reasonable basis to ascertain the "ratio of life in sea service," in the diagram prepared in the argument of the writer before the Tariff Commission. (See page 1696 of the Evidence thereof.)¹

Let this record be written in golden letters before Shipping Investigating Committees; before those agents of foreign ship-builders who are supported to hang around Congress and advocate "Free Ships" to the injury of American labor and American honor; before those—statesmen, individuals, and journalists—who are deceived by the wolf's cry that "Americans cannot build ships."

"Free Ships" would rob the land-owner of the home market for his products, and the working man of his labor—it is a cunning device of foreign interests to buy the birthright of American Industry.

(See also division of argument under "Booty.")

¹ A recent issue of the *Nautical Gazette*, of New York, presents a very forcible contrast to this record:

"When an American steamship is worn out and unfit for service, she is towed to some out-of-the-way place, and is broken up, or, if her hull is sound, she may be converted into a coal barge. The *Nautical Magazine*, of London, not long ago said: 'And strange as it may seem, a ship going through the process of breaking up in a ship-breaker's yard, is a sight that may be indulged in after a lapse of some twenty years.' There is nothing 'strange' in this, for the British underwriter pays for these old tubs, so that the owners have less trouble and get more money by selling them to the marine underwriters. It is many a long year since we heard of a British ship being 'broken up.' That would not pay. Now that there is no prospect of British owners selling their pot-metal coffins to the Yankees under a free-ship law, the chances are the underwriters will be obliged to buy up a lot of worthless trash called 'cheap ships.'

And again:

"Of the 284 steamships lost in 1882 we have records of 222 of them which were built in British shipyards, and we have analyzed the list with a view of ascertaining the proportion of losses to each shipbuilding port, and the following is the result:

"Sunderland, 38 lost, or an average of one in about every nine days.

"Glasgow, 32 lost, or an average of one every ten days.

"Newcastle, 28 lost, or an average of one every thirteen days.

"Hull, 10 lost, a large percentage, considering the small number she builds."

Recapitulation of Burdens upon the American Ship.

(Official returns of the Commissioner of Customs.)

HOME FEES EXACTED FROM AMERICAN SHIPS ONLY.

Admeasurement charges under section 4186 Revised Statutes (1)	\$17,564 18
Surveyors fees under section 4186 Revised Statutes	9,332 29
Recording, &c., fees under sections 4192 and 4196 Revised Statutes	6,285 25
Crew lists and protections, sections 2174, 4573, and 4588 Revised Statutes	1,986 20
Foreign entry and clearance fees under section 2654 Revised Statutes:	
Entry	\$19,227 50
Clearance	20,464 42
Coastwise entry and clearance fees under section 4381 Revised Statutes:	
Entry	\$35,828 95
Clearance	35,578 84
Enrollment and license fees under section 4381 Revised Statutes	71,406 79
Registry and indorsement fees under sections 4185 and 2654 Revised Statutes	22,117 85
Miscellaneous fees under sections 2654 and 4381 Revised Statutes	5,659 92
Tonnage tax under section 4219 Revised Statutes: (2)	235,347 68
Sailing vessels	\$243,078 85
Steam vessels	361,687 30
Shipping commissioners' fees under section 4612 Revised Statutes	279,766 15
Marine hospital dues under sections 4385 and 4587 Revised Statutes	58,914 35
Steamboat inspection fees and charges under section 4438 Revised Statutes:	
Inspection of steam vessels	386,059 81
Licenses to masters, mates, pilots, and engineers	167,629 21
Total	139,925 00
Total	\$1,441,687 60

CONSULAR FEES EXACTED IN FOREIGN PORTS. (3)

Medical examinations of passengers and crews of vessels destined for United States, act of June 2, 1879	\$2,928 25
Fees exacted under section 1745 Revised Statutes, in accordance with tariff established by President, see Consular Regulations, pp. 165-172:	
Crews discharged	3,580 50
Crews shipped	14,323 00
Authenticating copies of notes of marine protests	225 00
Extended marine protests	427 45
Surveys of vessels, &c.	659 50
Letters	917 50
Inventories	37 50
Advertisements	36 00
Accounts of sales and other documents	130 80
Authenticating signatures to reports of surveys	643 00
Estimates of repairs	425 00
Accounts of sales	90 00
Other documents	832 94
Certificates:	
Crew lists and shipping articles	2,027 55
Desertions	1,030 75
Deaths	59 50
Protected American seamen	48 25
Ownerships	608 50
Advertisements on bottomry	14 00
Sale of vessel, cargo, &c.	719 25
Deviation from voyage	786 50
Canceling ship registers	62 00
Appointing masters	118 50
Consul's decision and award on conduct of crew, &c.	162 98
Tonnage dues	32,644 51
Noting marine protest	2,988 56
Extending marine protest	2,411 89
Issuing warrants of survey	1,097 45
Recording documents	387 09
Filing documents	380 99
Letters to authorities	7,267 85
Seals and signatures to various papers (jurats)	14,401 42
Orders to send or release men from prison	982 60
Acknowledgments to various papers	355 13
Declarations and oaths of masters	10,647 50
Extra wages of seamen, received under sections 4580, 4581, and 4582 Revised Statutes	18,259 87
Total in foreign ports	122,988 18
Total in ports in the United States	1,441,687 60

Total amount of Burdens, 1,564,675 78.

(1) For revised Admeasurement Law see heading Foreign Policies.

(2) This amount represents the American ship's part of Tonnage given, page 67.

(3) See "Consular Fees," page 74.

Here is a treacherous tax of one-and-a-half millions on American Shipping. Shame on him who insidiously cries: "Subsidy for ships taxes the people!" (See Bounty.)

(148)

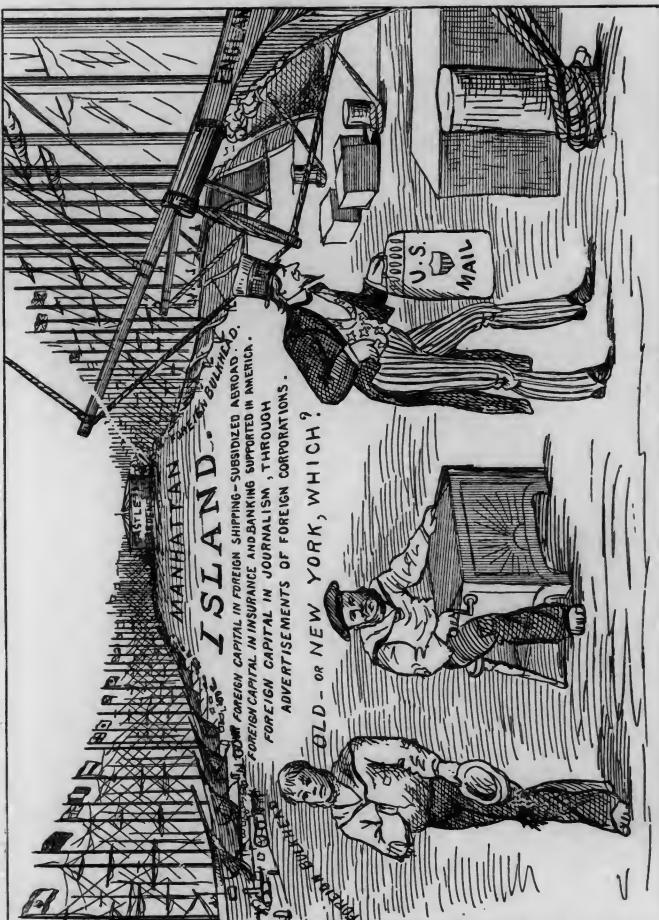
The Grand Orphan Asylum for Tramp Orphan Ships.

NEW YORK HARBOR AND BULKHEAD

SOLD OUT! TO FOREIGN AGENTS!

Uncle Sam pays foreign Ships, but holds back his Ships to wait his pleasure—for nothing!

See Revised Statutes, Secs. 3976, 3987, 4009, 4203, and 4204.



SUBSIDY AND SUBSERVENCY TO FOREIGN SHIPS!

American Mail Routes on the High Seas

are as necessary as Land Routes, and for the education of seamen and defence in war as are our Public Schools, even though appropriation therefor may be called

BOUNTY!

(149)

SACRED
TO THE
MEMORY OF THE DEPARTED GLORY
OF THE
GREATEST SHIPYARD OF THE WORLD,
MANHATTAN ISLAND.

BETRAYED BY THE CONSPIRACY OF PROFESSSED FRIENDSHIP

AND

SOLD OUT IN BULKHEAD TO FOREIGN CAPITAL,

Together with the Graves and Monuments of the following
Immortal Heroes of American Shipping Fame :

1800—1855.

HENRY ECKFORD.	CHARLES BROWNE.	CHRISTOPHER BERG.
THORN & WILLIAMS.	FICKET & THOMS.	BROWN & BELL.
JAMES R. STEERS.	HENRY STEERS.	HENRY STEERS, JR..
ADAM BROWN.	GEORGE STEERS.	NOAH BROWN.
WESTERVELT & CONNOLLY.	THOMAS COLLYER.	SNEDEN & LAWRENCE.
	BISHOP & SIMONSON.	SMITH & DIMON.
JOHN ENGLES.	HERBERT LAWRENCE.	STEPHEN SMITH.
	ISAAC WEBB.	

THE UNITED STATES,

THE LAND FOR THE LABORER, THE HOME OF THE LABOR.

BOUNTY.

. By the term "bounty" it is here intended to imply that which is generally understood and accepted as "subsidy" by some who, from affected delicacy in expression or willful perversion of the truth, slyly term "British Postages for Colonial service," meaning in their shameful misrepresentation, "subsidy to British ships carrying the trade of the United States, China, Japan, and other subservient nations, commercially," a maritime monopoly of British statesmen in their far-sighted, liberal, and home policy.

It is not intended nor desired in this argument to hide behind the cowardly pretext of calling this great subject by a sweeter or more euphonious term, in imitation of the British-American lobbyists who make their own terms obnoxious—for both the terms, "subsidy" and "bounty" are purely of British coining and Parliamentary application to "grants" from the British Exchequer—although applied in derision to the encouraging of American Industry by the free-ship agents who have been advancing the interest of "the Ships o' Clyde," and confounding American statesmen with their pernicious theories until they have made our statutes a most kaleidoscopic mass of prejudicial laws against our own shipping, as shown in preceding pages, that any semi-barbarous people would be ashamed of and expunge.

The American people are—at least we assume from our natural pride that we are—an elegant and refined people, of delicate tastes and sensitive recognition of mellifluous sound, but we assume also to have the sense to understand that the man who is mean enough to shirk his personal or national duty because that duty is derided or termed "obnoxious subsidy" by a smart rival or agent, is mean enough to cowardly neglect his home and national interests, industry, and honor. Call it mail pay, call it subvention, call it by any name to suit the artful or the honest, the British or the American ship-owner.

The term Bounty is here used, preferring to set aside the interested motives of the foreign agent in crying "subsidy," and the fastidiousness of the timid in chiming in the false cry of "taxation."

Although Bounty is properly sums of money paid as a "grant"

or "in aid of" any purpose; as we propose here to accept the term, in continuous acceptance for payment of ocean mail carrying, on the same conditions that payment is made to Railroads, Postmasters, and Congressmen for services honestly rendered our country. In examining the exact condition of this element of shipping, we must consider

Expenses,
Earnings,
Dividends, and
Tribute.

To look into the actual expenses of Shipping let us take as a basis the three largest corporations of Great Britain, conceding that their supplies and general management in expenses are kept down in comparison with the small rate of interest, viz: $3\frac{1}{2}\%$ per cent. average per annum.

Expenses of the Principal British Steamship Companies¹ Compared.

1880.

Company.	Crews, Provisions, Coal, &c.	Repairs.	Insurance.	Other.	Total.
British—Peninsular & Oriental..	\$4,111,000	\$1,250,000	\$1,740,000	\$2,231,000	\$9,332,000
Pacific Steam Navigation.....	2,645,000	731,000	1,145,000	1,501,000	6,022,000
Royal Mail.....	1,857,000	454,000	438,000	796,000	3,045,000

Here will be seen an expenditure of nearly \$20,000,000 yearly by these steamship companies for labor, supplies, and insurance in England, for the benefit of British trade and development of British products.

In looking at the other side of the balance sheet, we find the secret and source from whence the means flow.

Earnings of same Principal British Steamship Companies Compared.

1880.

Company.	Passengers.	Freight.	Bounty.	Other.	Total.
British—Peninsular & Oriental..	\$2,963,000	\$4,876,000	\$2,415,000	\$95,000	\$10,349,000
Pacific Steam Navigation.....	2,356,000	4,027,000	115,000	9,000	6,507,000
Royal Mail.....	1,371,000	1,679,000	490,000		3,540,000

¹ Official figures of Mr. Giffen, Chief of Statistical Department, Great Britain.

This is a most remarkable exhibit of deficiency to meet expenses, less the bounty or subsidy paid by special "grant" from the British Exchequer, but its importance requires a special tabulation to exhibit the deduction properly.

Recapitulation of the conditions by the same British Shipping Companies for 1880:

Company.	Expenses.	Earnings.	Net Earnings.
British—Peninsula and Oriental.....	\$9,132,000	\$10,847,000	\$1,215,000
Pacific Steam.....	6,022,000	6,506,000	484,000
Royal Mail.....	3,545,000	3,540,000	(1) 5,000

(1) Loss.

Here is seen the margin of profit—plus the subsidy from Government, which is the only means of deriving a profit.

It appears that the Royal Mail fully exhausts its earnings, and yet that company declares a handsome dividend. The secret of this remarkable result is found in the following general provision in British Steamship contracts, viz., that:

" Whenever the annual income of the company from all sources does not admit of the payment of a dividend of 8 per cent. on the capital employed, the subsidy shall be increased by so much—subject to a limit of £100,000 (\$500,000)—as is required to make up such a dividend; and, on the other, that whenever the income is sufficient to allow a dividend exceeding 8 per cent. to be declared the company shall pay to the Postmaster General one-fourth of the excess."

Thus in return of Dividend we find the following:

Evidence of "Short Earnings" being made "Long Dividends."

Company.	Dividend paid in 1880.	Bounty received in 1880.	Percentage of bounty on dividend	Amount of dependence upon British Exchequer.
<i>British.</i>				
Peninsular and Oriental.....	\$725,000	\$2,415,000	335	\$1,690,000
Royal Mail	225,000	490,000	220	265,000
Pacific Steam	590,000	115,000	-----	No opposition, a monopoly.

In this exhibit the fact is evident that there is far more than the rate of "payment for mail carrying" in the Bounty really paid by the experienced statesmen of Great Britain. It is for the development of trade, for the profit of the British people that these sums—and more, yearly—are paid out in subsidy.

The first law of the United States authorizing the payment of Ocean mail postage under President Jackson, was the following Act of Congress, July 2d, 1836.

"And be it further enacted, That the Postmaster General shall submit to Con-specific estimates of the sums of money expected to be required for the service of the Department, in the subsequent years * * * viz: compensation of post-masters, transportation of mails, ships, steamers, and way letters." * *

The first effort made in the United States to pay a Bounty to Mail Steamers, was in a message of President Tyler's, June 24, 1842, forwarding to Congress official correspondence between the Secretary of State, Daniel Webster, and the French Minister, urging the importance of "establishing a line of steamers, between Havre and New York, and according to a liberal system, the questions of either course to be arranged in common."

Daniel Webster heartily recommended it; Postmaster General Wickliffe, in his report December, 1842, not only endorsed it, but says:

"The Committee on Foreign Relations made a favorable report, and the House adopted the following resolution :

"That the President be requested to cause to be prepared and report to this House, by the Secretaries of State and of the Navy, at the commencement of the next session of Congress a plan for the establishment, and in concert with the Government of France, a line of weekly steamers between the ports of Havre and New York, together with the estimates of the expense which may be required to carry the said plan into effect."

The outgrowth of these steps was the Act of March 3, 1845, authorizing that contracts be made for the building of Mail Steamships upon proposals to be called for, as follows:

"Be it enacted, &c., That the Postmaster General of the United States, be and is hereby authorized under the restrictions and provisions of the existing laws to contract for the transportation of the U. S. Mail between ports of the United States and a port or ports of any foreign power, whenever in his opinion the public interest will thereby be promoted, &c.

"And be it further enacted, That all such contracts shall be made with citizens of the United States, and the mail to be transported in *American* vessels by American citizens."

This wise move was not carried without fierce opposition from foreign emissaries endeavoring, as now, to interpolate neutralizing terms or paragraphs in the drafts of and bills presented to Congress.

But fortunately a wise and earnest (Southern) man was chairman of the Committee of Naval Affairs, Hon. Thomas Butler King, of Georgia, a noble predecessor of those who now represent that great State.¹

This act was followed by a further act of March, 1847, upon which Ocean Mail contracts were made, as fully described by President Polk on pages 23-27.

The following is a digest of the several laws made and unmade in behalf of Bounty for Ocean Mail Carrying, with a vacillation and trifling on the part of Congress, unworthy of statesmen, and in marked contrast, as will be seen, from the steady, wise, economic, and patriotic course of statesmen in England:

Act July 2, 1836	Provision	President Jackson.
" March 3, 1845	Provision	" Polk.
" 1847	Contract	" "
" July 10, 1848	Provision under Sec. of Navy, &c.	" "
" March 3, 1851	Provisions under Postmaster General (regulating service)	" Fillmore.
" July 21, 1852	Increased service, but limitation	" "
" 5, 1854	Restrictions	" Pierce.
" March 8, 1855	Reduction	" "
" June 14, 1858	Abrogation of 10-year clause	" Buchanan.
" October 1, 1859	Notice of complete abrogation	" "
" June 15, 1860	" Privilege" for postage to American Ships	" "
" February 19, 1861	Temporary	" "
" May 28, 1864	Brazil Contract	" Lincoln.
" February 17, 1865	China Contract	" "
" 18, 1867	Provisions of service	" Johnson.
" March 2, 1867	Provisions of service	" "
" June 1, 1872	Contract increased to China	" Grant.
1873	Abrigation complete, by Congress	" "

Under these several acts of Congress the following yearly payments were made, and are here presented in comparison with amounts paid yearly by Great Britain in more steady and bountiful support:

¹ It should be noted particularly here that from 1851 to 1855, when the struggle was again contested, in the endeavor to abrogate these contracts, that the leader in advancing this great political sagacity was also a Southern man, and from an agricultural district; the Hon. Mr. Rusk, of Texas.

Exhibit of "Bounties" or "Subsidies" paid by the United States and Great Britain, comparatively, 1848-1882.

(From Official Returns.)

Years.	Total amount paid by the U. S. ¹	Am't paid vessels sailing under American flag. ¹	Bounty or subsidy paid to foreign flag by the U. S. ²	Bounty or subsidy paid British ships by British Gov't. ³
1848	\$100,500	\$100,500	-----	\$3,250,000
1849	235,086	235,086	-----	3,180,000
1850	619,924	619,924	-----	5,313,985
1851	1,465,818	1,465,818	-----	5,330,000
1852	1,655,241	1,655,241	-----	5,510,635
1853	1,880,273	1,880,273	-----	5,805,400
1854	1,903,286	1,903,286	-----	5,950,953
1855	1,936,715	1,936,715	-----	5,741,633
1856	1,886,766	1,886,766	-----	5,713,860
1857	1,589,153	1,589,153	-----	5,133,485
1858	1,211,061	1,177,308	\$83,758	4,679,415
1859	1,204,569	1,079,220	125,349	4,740,190
1860	854,329	707,244	147,085	4,849,760
1861	806,885	570,952	235,933	4,708,285
1862	374,618	80,687	293,931	4,105,353
1863	416,075	79,398	336,677	4,188,275
1864	440,440	64,356	376,084	4,503,050
1865	475,428	66,571	408,857	3,981,995
1866	713,928	245,604	468,324	4,227,018
1867	867,203	411,065	456,138	4,079,966
1868	1,016,146	625,239	390,907	4,047,586
1869	1,101,689	757,963	343,726	5,481,690
1870	1,115,333	791,388	323,945	6,107,761
1871	975,025	799,662	175,463	6,070,741
1872	1,026,891	805,788	221,008	5,693,500
1873	1,044,157	815,400	225,757	5,665,296
1874	988,393	750,295	238,098	5,697,346
1875	976,644	740,361	236,288	4,860,000
1876	753,610	580,062	178,548	4,420,261
1877	448,896	286,834	162,062	3,674,580
1878	199,979	40,152	150,827	3,964,990
1879	200,026	41,251	158,775	3,768,230
1880	199,809	38,779	161,030	3,873,130
1881	240,067	42,553	197,514	3,601,350
1882	280,500	40,645	239,855	3,538,835
Total	\$31,204,463	\$24,911,534	\$6,293,929	163,653,356
American Bounty to British Ships				6,293,929
Total British Bounty since 1848				169,947,285
Total American Bounty				24,911,534
British Subsidy in excess of American since 1848				\$145,035,751
Grant asked for in "British Estimates," (p. 677,) for 1882, \$3,552,570.				

¹ From special official report by United States Postmaster General.

² Deductions from official figures, (United States Mail Pay.)

³ From Parliamentary papers and "Finance Accounts" of Great Britain, *not including Mail Pay or "Postage rates"* to other lines.

THE DECLINE

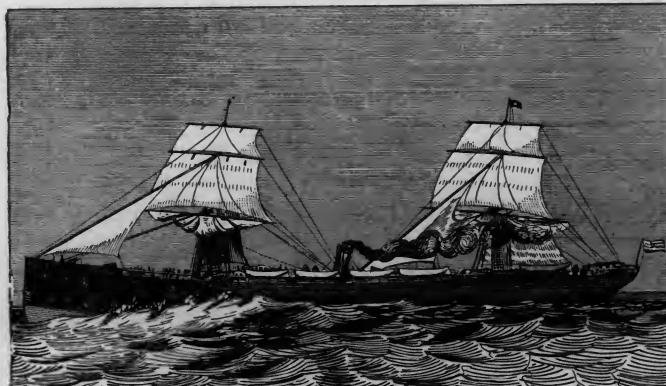
OF

AMERICAN SHIPPING.

U. S. MAIL STEAMSHIPS REDUCED TO FREIGHT PACKETS

BY THE

FOREIGN COMPETITIONS AND CONGRESSIONAL NEGLECT.



THE "PENNSYLVANIA."

AMERICAN STEAMSHIP CO., PHILADELPHIA AND LIVERPOOL.

BUILT BY WM. CRAMP'S SONS.

In 1872 this line was established, with a large outlay of capital. There was no complaint about the cost of an American-built ship. (The owners preferred to build at home.) Nor has the expense been as great as would have been in repairs to a tramp ship—to be had cheap at the outset. It was found impossible, however, to run in competition with *subsidized British lines* as "fast mail steamships," necessitating the many extra and peculiar items of expense; and hence their abandonment for such service by the clearing away of cabins and their reduction to "freighters."

BOUNTY

Paid by the United States Post Office Department to Foreign Steamships,

1882.

(From official Report, page 522.)

TRANS-ATLANTIC.

Europe.

(1) By Cunard Line	\$34,214 14
(1) By Hamburg Line	24,809 02
(1) By Liverpool and Great Western Line	58,210 48
(1) By North German Lloyd Line	37,796 20
(1) By White Star Line	39,097 06
(1) By Inman Line	28,043 58
(1) By Anchor Line	5,023 25
(1) By Canadian Line	408 77
(3) By American Line	3,233 16
	————— \$230,885 61

TRANS-PACIFIC.

Asia.

(2) By Pacific Mail Line	\$1,463 90
(1) By Occidental and Oriental Line	3,114 21
(2) Other	48 01

Australasia.

(1) By Pacific Mail Line	\$11,301 34
(2) Other	609 92

MISCELLANEOUS.

(4) North and South America	30,141 26
Total United States Post Office Ship payments	\$277,514 25

To Foreign Ships

To American Ships

To Foreign Ships	\$236,868 75
To American Ships	40,645 50

BOUNTY

Paid (for past years) to Railroads and River Boats, compared with that paid to Steamships.

Lines.	Miles per annum.	Amount paid.	Rate per mile.
<i>Railroads.</i>			
Union Pacific	751,296	\$351,000	.46
Central Pacific	640,640	260,000	.40
New York Central and Hudson River	1,053,728	306,340	.28
<i>Steamboats.</i>			
Newport and Wickford, R. I.	7,488	6,000	.80
New Orleans to Franksville, La.	19,344	10,000	.52
Galveston to Libertyville, Texas	19,344	7,360	.38
" Brashear, Texas	58,500	50,000	.85
Portland to Sitka, Alaska	32,040	34,800	1.08
<i>Steamships.</i>			
(5) Pacific Mail, 1882, (see official figures above)	821,160	12,765	.01½

(1) Foreign Flag. (2) American Flag. (3) Formerly "half and half"—now Foreign.
 (4) Mostly Coastwise American.
 (5) The United States pays about 3 cents per oz. for letters, and 1 cent per oz. for other matter, which barely pays for carting the mails to and from steamships.
 Rates established by "Postal Union," viz: 6 cts. and 2 cts. per kilogramme (2 lbs. 3 oz.) — \$1.60 per 4 lbs. 6 oz., or 37 cents per lb.

But for the purpose of making a perfect comparison of the Bounty Conditions of the Shipping interests of the two countries, we must also trace the full Bounty record of Great Britain.

We have seen the evidence of Thomas Jefferson to this fact on page 18, but particulars thereof will be found fully detailed in Parliamentary papers as far back as 1770.

Beginning with the Report of Commission of Revenue Inquiry of 1800, the following evidence will be found :

"The attention of the commissioners of 'fees and gratuities' in the year 1788 was drawn to the expenditure, which had been increased in the *packet service* during several years preceding their inquiry, and expenditure, according to their expression, 'so enormous as almost to surpass credibility,' the sum of \$5,200,000, giving an annual expenditure (in a period of 17 years) of \$305,000."

Here is official British investigation and evidence of shipping subsidy by England, as follows:

1770 to 1788	\$5,200,000
This continued until next examination by Committee of Finance,	
1797, which shows that instead of being stopped it was increased, averaging up to 1810 \$392,200 yearly, or in all, 1788 to 1810	8,628,200
This committee (1810) also increased the subsidy to \$525,000 per year, and continued increasing until 1816, making total of	4,725,000
After which it fell off for 3 years, 1817-1820 to	1,655,000
The spirit of subsidy again rose from 1821 to 1830, and paid	5,855,000
Making in the first 60 years a payment of	\$25,063,000
It was at this time (1830) that the British commissioner of revenue made an especial investigation "for the purpose of inquiring into collection and management of the public revenue," and then began the heavy subsidizing of steamships to over \$500,000 per annum, as follows, viz: 1830 to 1837	6,000,000
From General Post Office, 1837 to 1848	25,000,000
From Mercantile Marine Fund, 1823 to 1847	37,500,000
British subsidy paid from 1770 to 1847	\$93,563,000
British subsidy paid from 1848 to 1882, see page 108	163,653,000
Total paid since 1770	\$257,216,000

Hence we see upon official authority that Great Britain pursued a determined policy to establish—and has for over a century (and still) maintained—a commercial and shipping supremacy, as wisely dictated by Lord Sheffield, viz., "the only advantage of the American and the West Indies Colonies is the monopoly of the consumption and the carriage of the product."

Thus for the monopoly of the Booty there has been paid Bounty; and the Bounty has been, as above seen, sumptuously expended for a century, but with wise judgment and legislation.

This system of Bounty and monopoly, and determination to

make American Shipping pay Tribute to England, is shown in the following official report of Postmaster General Cave Johnson, and to which President Polk refers. (See page 24.)

Extract from Report, December 6, 1847, upon the official mission of Asst. P. M. Hobbie, to England, to arrange a Postal treaty:

"On his arrival at Southampton, on the 15th of June, 1847, Mr. Hobbie met a hostile movement of the English Government against the line of American Mail Steamers in a Post Office order issued the 9th of June, by the direction of the Lords of the Treasury. This order subjected all letters and newspapers conveyed by the (ship) Washington to England to the same charge of postage as if they had been conveyed in the British Steamers at their own expense. The mails made up in this country for France and left at Southampton, to be forwarded to Havre, were subjected to the same charge and all were required to be sent to the London Post Office. It being his duty to proceed directly to Germany, Mr. Hobbie made a full communication to our Minister at London, and placed the matter under his immediate charge. Shortly afterwards he repaired from Bremen to London and united with Mr. Bancroft¹ in efforts to effect a withdrawal of the order of the 19th of June, and the adoption of a reciprocal postal arrangement between the two countries. The British Government presisting in their order, he returned to the continent and resumed the prosecution of his mail arrangements there."

"The obnoxious order of the British Post Office of the 9th of June last discriminating against the American Steamers is not the only advantage which the British Government has taken of the United States as the laws of the two countries now stand. It is understood that by the laws of Great Britain, letters sent from the United States in transient vessels to Great Britain have a postage of eight pence or about sixteen cents to pay for delivery, termed the ship postage; whilst letters sent from England to the United States are charged only six cents when delivered at the office in which they are deposited, and but two cents when forwarded in the United States mails, in addition to the regular postage of the United States.

"Letters mailed in the United States for France and sent through England, are charged, in addition to the sea postage, tenpence, equal to twenty cents, for transportation from Southampton to Havre, whilst upon letters from Great Britain to Canada, passing from Boston to St. Johns, a much greater distance, the United States only charge five cents, one-quarter of the amount charged on American letters passing through England.

"In England the inland postage is much lower than in the United States, whilst the ship and transit postage on foreign letters is much greater. The sea postage between the two countries

¹See Mr. Bancroft's official letter, pages 127-130.

is about the same (twenty-four cents) a rate in the opinion of the undersigned much too high for the interest and convenience of both countries.

"In England it is understood that the foreign postages are by law under the control of the Lords of the Treasury, and may be changed as circumstances rendered necessary. A similar power should be given to the Postmaster General, or some other authority in the United States, so as to secure, if practicable, fair and just mail arrangements between this and foreign countries.

To the President.

"CAVE JOHNSON."

A careful research through the State papers of the several Executive Departments and Congressional classification, and into official dispatches of foreign relations, will trace testimony to the unwavering, monopolizing, commercial spirit of Great Britain, much to be admired in patriotic action and wise legislation.

The "Tribute" we pay to Great Britain (especially) as Shipping Bounty to her Merchant Marine is not only through the Post Office Department, nor, indeed, in payments exhibited on pages 114-116.

There is nothing so little understood, or rather so misunderstood, as "Balance of Trade," which is far from having a superficial condition, but most effectively marked in its powerful influence upon prosperity or adversity.

The power of a *ship-owning* nation is shown in the prosperity of Great Britain, notwithstanding her superabundance of imports over exports.

The practical knowledge of Mr. Giffen, the President of the British Board of Trade; of the Statistical Society and the chief of Statistical Departments of Great Britain, says, in his most valuable paper before the Statistical Society, recently:

"How much, to begin with, is annually due to us a *ship-owning and carrying nation*? As we have seen, there is no reason why the actual excess of imports, in the case of a *ship-owning nation*, should correspond to the sum it earns in the carrying trade; the actual excess may be less or more than that sum; but the sum is nevertheless an item in the account just as much as the so-called exports on the one side or the imports on the other."

Here is the key that touches the commercial current of the world, and tells exactly the mode of receiving this colossal tribute, but without showing the vast power of that current by its actual working and results.

The Commercial Letter of Secretary Evarts, page 44, of 1878, and page 131, of 1879, called attention to this vast subject as

one more worthy of Congressional investigation than any other. Secretary Frelinghuysen repeats the appeal, and while this Committee is investigating this great Shipping condition it would not be labor lost to hear those words of Mr. Giffen and then study the facts that are easily learned and understood by Mr. Giffen's clear exposition of this truth, although the exhibit thereof will necessarily be startling.

Secretary Frelinghuysen shows, page 261 of his "Letter on the Commerce of the World," of 1880 and 1881, the *Imports and exports of the United Kingdom for ten years.*

Years.	Imports.	Exports.	Balance of trade against the United Kingdom.
1872	\$1,716,717,000	\$1,528,697,000	\$188,020,000
1873	1,804,455,000	1,511,484,000	292,971,000
1874	1,798,603,000	1,446,579,000	352,024,000
1875	1,817,348,000	1,368,683,000	448,715,000
1876	1,823,853,000	1,247,931,000	575,922,000
1877	1,916,880,000	1,225,402,000	691,478,000
1878	1,792,237,000	1,198,052,000	599,185,000
1879	1,764,141,000	1,209,090,000	555,051,000
1880	1,998,577,000	1,391,972,000	606,605,000
1881	1,929,529,000	1,442,821,000	485,708,000
Total	\$18,868,840,000	\$18,566,661,000	\$4,795,679,000

Here will be seen, as Mr. Giffen tells you a tribute paid to his country of over five hundred million dollars per year, and in ten years of nearly *five thousand million dollars*, for carrying half of the commerce of the world in her ships.

No wonder English statesmen have paid the (comparatively) insignificant sum of two *hundred* million dollars in 100 years!

And yet American Congressmen stand up and pitifully cry about one *two-hundredth* part of that amount because they say it is "taxing the people."

"'Tis pity!" it is a shame! in so grand a work, so vast a benefit, so vital a necessity to the full development of a nation's resources, prosperity, and stability, that such narrow-mindedness or worse has governed and misgoverned our country for the last twenty-five years.

But we have only seen the hundred of thousands of millions that Mr. Giffen tells us his country has made in shipping bounty from all nations.

Let us now see what part of that Tribute we have paid to Great Britain.

Years.	Imports from the United States.	Exports to the United States.	Balance of trade in favor of the United States.
1872	\$264,574,000	\$222,195,000	\$42,379,000
1873	347,349,000	178,356,000	168,993,000
1874	357,668,000	156,083,000	201,630,000
1875	338,207,000	121,796,000	216,411,000
1876	367,351,000	97,897,000	269,454,000
1877	378,284,000	96,536,000	281,698,000
1878	438,250,000	85,206,000	248,044,000
1879	446,285,000	124,022,000	322,213,000
1880	520,414,000	184,456,000	335,958,000
1881	501,591,000	178,705,000	322,893,000
Total	\$3,954,868,000	\$1,445,202,000	\$2,509,673,000

An excess of exports from our country to Great Britain, called "balance in favor," for which nothing returns, as shown on the preceding and following pages.

What should the American people say of their statesmen who have thus taxed them over *three hundred millions dollars* per year, and in the last ten years *two thousand five hundred million dollars*?

What humbuggery to talk about "not taxing the people to subsidise—or lest it be offensive, to pay—mail-steamships."

More than our War debt, have those statesmen taxed our people in ten years with their hypocrisy or ignorance! It is a commentary that is more than startling.

But this is not all, let us consider these facts deeper.

Mr. Giffen says, most logically and correctly, that—

"The following propositions appear to cover the various cases of an excess of imports or exports arising in connection with carrying operations :

"1. A non-carrying nation, in the absence of borrowing or lending, ought to show in its accounts an equality between imports at the place of arrival, and exports at the place of departure.

"2. A nation carrying half its foreign trade ought to have an excess of imports equal to the cost of carrying the goods one way; and so in proportion for whatever its contribution to carrying may be.

"3. A nation carrying its whole foreign trade will have an excess of imports equal to the cost of carrying the goods both ways.

"4. A nation carrying for others is entitled, in addition, to an excess of imports equal to the freight earned, less any expenses incurred abroad. Any nation contributing to carriage will also have something to receive."

Nothing could be more truthfully presented, more ably or eloquently deduced; and yet we, as Americans, are in a worse plight even than Mr. Giffen depicts, for we not only have sent away in the last ten years, twenty-five hundred million dollars' worth of products, and, as will be seen by the table (on page 115), paid an additional fifteen hundred millions for actual carriage, but also a cash balance for taking our products away from us, as will be found on page 293 of *Letter of Secretary of State, viz.:*

Gold and Silver Coin and Bullion Imports and Exports into and from the United Kingdom.

Years.	Imports from the United States.	Exports to the United States.	Balance.		
			Against the United States.	In favor of the United States.	
1872	\$62,252,000		\$62,252,000		
1873	44,365,000	\$11,708,000	\$2,657,000		
1874	38,649,000	166,000	38,483,000		
1875	55,364,000	3,223,000	32,141,000		
1876	34,063,000	18,967,000	15,096,000		
1877	22,734,000	7,108,000	15,526,000		
1878	12,063,000	9,290,000	2,773,000		
1879	14,502,000	36,756,000		\$22,254,000	
1880	6,094,000	26,949,000		20,855,000	
1881	12,738,000	36,051,000		23,313,000	
Total	\$302,824,000	\$150,218,000	\$198,928,000	\$66,422,000	

Showing a balance of specie, also, against the United States of \$132,506,000.¹

Another Tribute paid by the American people "as a non-carrying nation" (I apply Mr. Giffen's words) to those who bind us hand and foot commercially. Over one hundred and thirty millions in hard gold and silver additional balance against us in ten years.

Let no more be said, then, about "taxing;" in objection to the consideration of shipping bills.

Political precept is but froth unless emanating from a disciplined and unbiased mind, trained by research into the non-apparent as well as the apparent causes of results.

¹ See also page 102.

Let us look, then, into the carrying or non-carrying conditions of the principal Nations by the world to learn our own comparative conditions and see the insignificant relation we bear, to-day, even to the weakest.

Carrying Trade of the Principal Commercial Nations.¹

1882.

Nations.	Tonnage.	Per cent.	Remarks.
Austria—	Austrian.....	4,000,000	90
	Foreign.....	500,000	10
Belgium—	Belgian.....	800,000	20
	Foreign.....	3,200,000	80
France—	French.....	3,600,000	30
	Foreign.....	8,700,000	70
Germany—	German.....	3,600,000	40
	Foreign.....	6,400,000	60
Holland—	Dutch.....	1,000,000	30
	Foreign.....	1,000,000	70
Italy—	Italian.....	1,500,000	35
	Foreign.....	2,700,000	65
Norway—	Norwegian.....	1,500,000	75
	Foreign.....	600,000	25
Russia—	Russian.....	2,100,000	30
	Foreign.....	5,000,000	70
United Kingdom—	British.....	21,000,000	70
	Foreign.....	9,000,000	30
United States—	America.....	2,000,000	85
	Foreign.....	13,000,000	15

Here we are forced to look upon the humiliating evidence that is worse than ordinary, more than alarming; it is absolute dependence and subserviency—almost irremediable!

Our country here presents the smallest percentage of home carrying tonnage in comparison with all of the principal countries of the world!!!

And for this (can it be denied?) we are indebted very much to the vacillating mind of Congress in altering good laws for

¹ These data are prepared from latest official returns of each country.

trivial objections, and the nearsightedness or prejudices of our statesmen.

By study and research there will be found two peculiarities most distinct and characteristic, viz: the obscurity of the real politico-economic policy of Great Britain through her Board of Trade department representing her commerce, her Board of Admiralty representing her shipping, and her special commissions with their digest of references to pages for hidden evidences that only a practical and determined researcher could reach; while in our country the unbosomed confidence in verdant utterances of our statesmen in Congress are the beginning and the end of an economic policy.

The above trace of our Post Office contracts prove this fickleness, this absence of policy, this want of foresight, since the days of Charles Wickliffe and Cave Johnson.

Transfer our shipping contracts and our merchantile shipping entire to a Bureau of Commerce, under the Navy Department, where it belongs, and where it will be protected (for the Post Office Department has expended its energies and talent upon expediting land routes, subsidizing foreign steamships, and neglecting American postal rights) by statutes that shall stand for the transportation of American mail in American ships, under American officers, and the American flag.

Since the above went to press the following clear, unanswerable remarks of Senator Vest were made in debate upon the Senate floor. *It is all that is asked—all that is needed—and yet denied!* (See pages 119, 120.)

Mr. VEST. Mr. President, the Senator from Delaware [Mr. Bayard] has characterized the proposed section which provides for the payment of ocean postage as a subsidy. I desire simply to say that I have never voted for a subsidy; that I never propose to vote for one; and I want the Senator from Delaware to make good his assertion that this is a subsidy. The postage which is paid on the inland routes of the United States has no assailants; it is conceded to be just and proper. The special committee on shipping unanimously reported that the same principle should apply to the ocean routes. I ask the Senator from Delaware if he does not think that principle to be correct and just?

Under the laws of the United States as they now exist, a steamship which carries the mails of the United States 5,000 miles receives two cents for every letter; and the proof before the special committee, of which I was a member, was that the expenses of carrying the mails from the steamships in San Francisco up to the office of the Consul at that port exceeded the total amount of the postage received by the line in carrying the letter for 3,000 miles. Does the Senator from Delaware say that that is right? Is there a Senator upon this floor who will stand here to-day in his place and say that is just or proper?

I have no connection with any mail line whatever. I have not the slightest connection with Mr. John Roach, with the Northern Pacific Line, or any other line. I do not know a stockholder. I do not know an officer. I simply, as a member of the committee, have recommended that the same sort of postage should be paid upon the ocean routes as is paid upon the inland routes of the United States. Is there any Senator here who will stand in his place and say that this principle is not correct? I pause for a reply. If the Senator from Delaware will say now that the same principle should not apply upon the ocean as upon the land, I want him to say it.

"FREE SHIPS!"

LABOR STRUCK DOWN!

"Clyde Shipwrights wanted on 9 day's notice."

"No American Seamen nor Shipwrights need apply."

Shall the Birthright of American Industry be sold out?

The Question of the Campaign in 1884.



WORKMEN OF AMERICA—of ALL Industries—will you submit to your Congressmen giving away your Honest Labor and AMERICAN HONOR, to

The Demand of Foreign Capitalists

FOR
FOREIGN BOOTY?

(167)

COMBINATION AND SPOILATION.

A Chain of Influences Beneath the Surface that Entangles the Blades of the American Ship.

BRITISH LLOYDS.	BOARD OF ADMIRALTY.
PARTIAL RATES—PROTECTIVE AGENTS.	
HOME PROTECTION.	WISE FORESIGHT.
MERCANTILE MARINE FUND.	
BOUNTY.	ADDITIONAL GUARANTY.
SUPERVISION.	PROVISION.

U. S. Consul Jones writes to the Department of State from Newcastle-on-Tyne, September 30, 1882:

"The local marine office at London pays out £10,000 per month (\$600,000 per year) in salaries. The wages paid to British seamen during 1881 amounted to £10,000,000 (\$50,000,000,) and the premiums paid on marine insurance during the same year are stated at £10,000,000 (\$50,000,000.) Look whither we will, and the beneficial influence of shipping is patent; and it is a growing influence, already exceeding in capital invested the mines and iron works of the kingdom combined, and only excelled in this regard by agriculture and railways."

Here is evidence in an official report of the vast power of the Lloyds. The total annual insurance amounts to \$200,000,000.

It was the great disparagement of this influence in the ports of China and Japan that prejudiced shippers against the great ships of our Pacific Mail—the "Peking" and "Tokio"—in 1874 and 1875.¹

But Consul Jones proves even more forcibly this influence, viz.:

"If we estimate the number of British steamers at 7,500, and the average consumption of coal at sixteen tons during three hundred days a year, we have an annual consumption of fuel by these ocean carriers, chiefly British coal, amounting to 36,000,000 tons. Shipping creates a great demand for iron and steel in their various forms and qualities, as well as for engines and boilers, chains and anchors, sails and ropes, for every variety of hardware, crockery and glassware, and for upholstery and carpets, beds and bedding, electric appliances and telephones. Employment is afforded directly and indirectly to an army of men and women of every social grade and intellectual caliber, from the wealthy ship-builder, with his estate in the midlands and his seat in Parliament, to the hard-worked puddler at the furnace. Docks have to be constructed and maintained to accommodate shipping."

"Insurance companies and clubs give employment to thousands; government officers, customs employés, surveyors, savings-bank clerks, stevedores, and many more derive their livelihood from the traffic of shipping.

"Men and boys in the British mercantile navy during 1880 numbered 190,380."

U. S. Consul Morey, of Ceylon, writes to the Department of State, as follows:

"To my knowledge, for a period of twelve years, and in a great measure even to the present day, beautiful and stanch American vessels have been unemployed in foreign ports, or accepted of freights too low to much more than pay expenses, while crank old foreign craft, just at the tail end of a high class, and prone to damaging their cargoes, have loaded for the United States at high rates, with cargo bought with American money on American orders, and simply on the plea that, being classed at Lloyds, the rates of insurance were largely in their favor."

"How much our own merchants were to blame for this, inasmuch as they allowed their goods to be insured in foreign offices instead of their own, I am not prepared to say, but I do know that as soon as invoices began to contain the clause 'Insurance provided for in America' our ships were sometimes able to pick up some of these freights."

This official evidence is given in detail to prove the necessity of creating a chain of financial agencies abroad for the benefit of American Shipping.

The British Lloyds is a system of mutual insurance between themselves, to arrange for the mutual protection of their ships and cargoes, or shares thereof, "pooling" gains and losses *pro rata*.

"Only members of Lloyds are allowed the benefits, protection, and information furnished daily by agents appointed for the purpose, and there is scarcely a port of consequence in the world where one is not stationed. British consuls are allowed to serve as (these) agents; also 'for (British) navigation companies.'"

¹The writer is personally aware of the injury thus effected, and of the unjust action in rivalry against these ships, the superiority of which is now acknowledged.

BOOTY.

Whether the motive that prompts the advice to try "Free Ships" springs from a deep and sincere interest in the vivification of this child of American industry, the American ship;

Whether the comprehension of the disquisitive writer who so copiously amplifies the theory of prostituting American Industry to foreign spoliation is restricted by mere superficial ideas;

Whether the bleak, mercenary heart of the aggrandizing merchant cares not that this noble offspring of American genius be called or treated as an "orphan;"

Whether the cranky spirit or diseased mind of the illogical professor honestly believes or dreams that his visionary principles should be the economic laws of the day;

Whether the treacherous agent who once coped industriously and honorably in international maritime contests has become faint-hearted, and now turns against American Industry and honor for selfish motives;

Whether either or all of these influences cause the rallying around the Chambers of Congress whenever "a bill for the revival of American Shipping" is presented, and that animates him, who may be, for good reasons, selected spokesman, to rush into the House of Representatives and cry—

"Mr. Speaker, I object; I do not know the motion, but I understand it is for the revival of shipping, and I object." (See Congressional Record, 1881.)

Whether or not all of these considerations are pure or subsidized, the actual result is Booty!

Booty to British shipbuilders, merchants, and insurers—and American ruin.

Booty to British workingmen, and idleness at home.

Booty to British suppliers, and a loss to our own farmers.

Booty to foreign seamen, agents, clerks, laborers, &c., and stagnation of business and want to the needy at home.

It means the spoliation of every industry; the strangling of every honorable emotion of pride; the closing of every navy yard and of every ship yard of the United States.

It means a crown of gold for the head so long employed to confuse American legislation, and to destroy American industry.

It means dependence in the hour of need and of embarrassment; obsequious at the moment that we are bullied by a fourth-class power.

Washington submitted his opinion of Free Ships, (see page 40,) and Jefferson said that :

"The carriage of our own commodities, if once established in another channel, cannot be resumed in the moment we desire."

"If we lose the seamen and artists whom it now employs, we lose the present means of marine defense, and time will be requisite to raise up others, when disgrace or losses shall bring home to our feelings the evils of having abandoned them."

We have lost our carrying trade, and it is hard indeed to reclaim.

New York is again held by foreign power in the freehold right to our bulkhead, the command of our harbor and the patronage of our daily press.

FREE SHIPS.

Why? and what then? A panacea for impotency in shipping? for our humiliation in this industry, our insignificant relation to other nations on the high seas? Why should we brand our national and industrial record, by enacting a law for creating foundling hospitals for foreign ships to be fraudulently branded American? Why must we try this visionary resort in commercial strategy? Why should we make a confession to the world of barrenness in an Industry in which we can surpass the world? Because it can only be done by appropriation called Bounty or Subsidy? No.

The American people are not such fools. It is a libel upon the common sense of our 50,000,000 of people; it is the fulsome and deceitful prayings of interested parties misrepresenting in every way the truths.

Our people, although formerly deceived and many now in doubt, are fast recognizing the fact that "no nation that buys its ships of foreign manufacture was ever successful" !!!

From whence cometh this clamor for an adopted child? It comes, and comes only, (originally) from parties or men who have a trade that would be injured by American ships in competition.

If ships of foreign Industry were privileged as our own to-day,

and numbers presented to our shipper free—absolutely free—how how could they be self sustaining? How improve our shipping condition when our own cannot be supported; what would it accomplish but greater humiliation to ourselves, and disgrace to our flag.

FOREIGN LOBBY.

The most vicious enemy to our Shipping is the plausible representation of foreign shippers, shipbuilders, and underwriters.

It would not be politic for foreign capital to be represented by foreign accent in pleading tones, or by foreign gesticulation in thundering theories, at the doors of Congress!

For a delicate task a delicate hand and tongue are essential.

Macgregor and McCulloch tell us frankly that British statesmen learned in our Colonial history that diplomacy is a stronger weapon against our trade than warfare.

The soft, sweet lyre of British persuasion in the hands of adepts, of American birth, education, and refinement, is illustrated in the foregoing, and the result is a powerful influence at the door of our American Congress.

They are there! the foreign agents; they are at public meetings; they are wielding the influence of many of our daily journals; wolves in sheep's clothing; Americans only by birth, they are handsomely supported permanently in this permanent employment to watch! and report every movement, every action, in our shipping conditions, and of our shipping legislation.

When our country was disturbed by civil strife, and ever since, these agents under the disguised cloak of loyalty, have been paid to misrepresent, undermine, and destroy the zealous advocate of American shipbuilding.

SHIP REPAIRING.

Between ship building and repairing there is a wide difference in condition and necessarily in interest.

Ship building in the United States naturally draws the repair-

ing of ships to their respective home yards, and proportionately decreases the volume of labor and profit of results from the present custom from foreign ships that require repair in our ports.

Now as these two interests are thus somewhat antagonistic, and yet both American, it is necessary, although embarrassing, to judge between the two; and hence the question, which branch is most essential to our national interests?

At present, as the vast bulk of shipping in our ports is foreign, the ship-repairing interest have the most patronage and therefore can show large results and interests at stake—consequently a strong influence underlies this valuable industry.

But change the conditions of our shipping from foreign to American, and how vastly greater would be the benefit to our own labor, to the development of our own product in iron, copper, and all component parts and supplies, to the general diffusion of capital and particularly to the general patronage in our own and employment of our own needy.

This is a feature needing careful study. It appears a powerful argument for foreign and indeed for free ships, but let it be weighed well in unbiased consideration before a hasty rendition of favor against building our own Ships.

INCONSISTENCY OF ACTION TOWARDS OUR SHIPPING.

No greater evil, actually, towards American Shipping, in destroying direct American trade, in drawing the trade of Eastern Africa, India, and the Asiatic Settlements to London, contributing to the monopoly of British ships and to the transportation of the world's traffic across the Island of Great Britain; of being improperly invoiced, entered, branded, and re-exported, has ever been perpetrated than the elimination of the following section from our Revised Statutes:

An Act to repeal the discriminating duties on goods produced east of the Cape of Good Hope.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Section two thousand five hundred and one of the Revised Statutes of the United States which reads as follows :

"There shall be levied, collected, and paid on all goods, wares, and merchandise of the growth or produce of the countries east of the Cape of Good Hope (except wool, raw cotton, and raw silk, as reeled from the cocoon, or not further advanced than tram, thrown, or organzine,) when imported from places west of the Cape of Good Hope, a duty of ten per centum ad valorem in addition to the duties imposed on any such article when imported directly from the place or places of their growth or production," be and the same is hereby repealed from and after the first day of January, eighteen hundred and eighty-three.

Approved, May 4, 1882.

The confusion already peculiar to the returns of our trade with foreign countries is a perplexity and mortification. With the above aid and sanction, and giving away our commercial identity—for it is such to us—is an incomprehensible blunder.¹

Reference to American records will show the numerous petitions, made in the early days of our country's history, for the creation of this law. It was a protection from the monopoly of the "East India Company," and now its repeal is the jobbery of a monopoly that controls the trade of the East Indian Settlements.

Consul Eckstein, of Amsterdam, in Consular Report No. 27, exposes this fact by showing the corner made in Sumatra tobacco by this 10 per cent. relief to indirect traders, and hence increase competition to American tobacco by 10 per cent. reduction of foreign staple. It operates similarly on all United States products and trade. He writes :

"The recent animation in this trade has undoubtedly furthermore been stimulated by the removal of the 10 per cent. discriminating duty, formerly payable thereon, being a product of the East Indies, exported from the west of the Cape of Good Hope.

"This will be clearly evident when I state that many shipments, aggregating large quantities of this tobacco, purchased or ordered for months last past, were purposely delayed until late in December, so as not to arrive until after the law abolishing the discriminating duty had gone into effect.

"This unlooked-for introduction and now so considerable export of this staple into the United States has begun to be viewed with great disfavor by cultivators or growers of 'seed-leaf' tobacco in the United States.

"They apprehend, as I am informed, that the imports of Sumatra tobacco into our country will increase still further in the near future, and seem to consider this would prove greatly detrimental to their interests."

¹ See Commercial Letter Secretary Frelinghuysen, just published, (page 361 especially,) for abundance of evidence on this point.

MAIL VS. PACKET STEAMSHIPS.

The great hue and cry so often heard about injustice to packet lines by granting subsidies to fast mail steamships is suggestive of the old fable of the crawling animal that could not possibly consume the food of another nature, but possessed a disposition to interrupt.

How could the slow packet be entitled to mail pay? Besides, the packet enjoys means of profit that are not peculiar or possible to the steamships, viz:

- Less cost in construction.
- Less cost in equipment.
- Less cost in operating.
- Less cost in coal (if steam packets.)
- Less cost in repairs.
- Less cost for officers and men.

In view of the many discriminations between the two, is not the idea that each should receive governmental assistance absurd?

Dispatch, regularity and particularly intelligence (more general with the crews of steamships) form the foundation for successful Ocean Mail Service; and the work once begun, new fields are opened and new labor for others created, whether in harmony or competition.

Rapid transit is essential for the Mails, but steam speed involves a heavy cost to the steamship owner, and as cheap tariff of freights is the first consideration to shippers, rather than speed, it is natural that slower vessels (whether of sail or steam) have received and *always will receive better patronage than fast mail steamships*.

But a packet line always receives aid from a mail line; it is impossible otherwise, as the mail ship opens communication, develops trade, and necessarily increases that bulk of products that go slowly by packet.

The spirit that pervades the following diplomatic letter in behalf of our ocean mail, argued so fairly and perfectly the influences that Booty should inconvenience relations between nations that is appropriate here:

Letter of the Honorable George Bancroft.

"The undersigned Envoy Extraordinary and Minister Plenipotentiary of the United States of America, had the honor on the 12th of July last, and more fully on the 16th of August last, to make overtures to Viscount Palmerston, Her Majesty's Principal

Secretary of State for Foreign Affairs, for a postal arrangement between the United States and the United Kingdom. * *

"The free intercourse by letter between more than Fifty Millions of people, whose mother tongue is the English, and of whom nearly one-half dwell on the Western side of the Atlantic, is of such moment to general commerce, international friendship, private affection, and to the condition and prospects of the cultivated world that even a temporary restriction of that freedom may well demand the serious attention of all who desire to cherish relations of amity between kindred nations.

"It is therefore with deep regret that the undersigned feels himself compelled to protest against the Post Office order in question.

"1st. As the act of a department of Her Majesty's Government without the warrant of a British statute. * *

"2d. But even if the letter of the Act of 3d and 4th Victoria, Chap. 96, should seem to authorize the imposition of a discriminating postage, the undersigned would still protest against the Post Office order in question, as of a most unfriendly character, contrary to those principles of perfect reciprocity which should govern the postal arrangements between the two countries. Lord Palmerston is well aware that the act alluded to is not mandatory but that a discretion rests with the Lords of the Treasury or any three of them, with regard to its application. The Post Office order to which the undersigned has already called the attention of Her Majesty's Government, assumes therefore the character of an executive act not required by law.

"The degree of unfriendliness that has been manifested will appear from comparing the rates charged on the American mails brought in the American packet to Southampton, and forwarded from Southampton to Havre, with those which the British Government asked and accepted from the American Government for the conveyance from Boston to St. Johns, in Canada, of their closed mails brought in British packets to Boston. A special express conveyance for the sole purpose of transporting that mail was established by the American Government, and nothing more than a rate of two-pence half-penny, for the single letter of half an ounce, or about six-pence the ounce, net weight, was demanded for a mail thus exclusively instituted for that service, and the British Post Office, for conveying the American closed mails from Southampton to the French shore, a distance less than half as great as the distance from Boston to St. Johns, with no unusual speed, and in the least expensive manner, exacts four francs, or nearly seven-fold the sum paid to America for more than twice the service.

"3d. The undersigned further protests against the Post Office order in question, not only as illegal and unfriendly, but also as unprecedented. It is true, Lord Palmerston explains, 'that the United States is not the only country to which the above-men-

tioned act has been so applied; but that, on the contrary, the regulation by which packet postage is charged upon letters and newspapers conveyed by foreign packets has been invariably acted upon in regard to letters conveyed by the mail packets of all foreign countries.' Now, there are but two nations besides the United States which convey letters to the Island by their own mail packets, viz: France and Belgium. 'All foreign countries' referred to by Lord Palmerston can therefore be only France, Belgium, and America. Has 'the above-mentioned act' ever been 'so applied' to the mail packets of France? When and where was it 'so applied'? When and where was double postage levied on a French mail packet? The undersigned has not, by diligent inquiry, been able to discover that the above-mentioned rate was ever 'so applied' to the mail packets of France.

"Or is it to Belgium that the above-mentioned act was 'so applied'? It may be that once on a line of mail packets of Belgium, what Lord Palmerston calls the ordinary rates of ship letter-postage may have been levied through mistake, because the boats were not taken to be mail packets; but if so, the error committed was readily acknowledged and rectified. But Lord Palmerston insists 'that the rates of packet postage, and not the ordinary rates of ship letter-postage,' are chargeable upon letters conveyed by the American Government packets under the act above mentioned, and Lord Palmerston proceeds to say that 'the last occasion on which this regulation was so applied happened in 1844, when the Belgian Government, having established packets to run twice a week between Dover and Ostend, letters conveyed by those packets were ordered to be charged with precisely the same rates of postage which are chargeable upon letters conveyed by British mail packets.'

"The statement is made by Lord Palmerston with great precision, but the undersigned, in reply to his inquiries in respect to it, is informed that 'the Belgian packet boats did not begin to ply between Ostend and Dover till the month of March, 1846, and that no difference has ever arisen between the two countries in reference to letters transported by the packet boats.'

"Besides, Her Majesty's Postmaster General has himself informed the undersigned that the Post Office order in question is a novel application of the rates established eight years since.

"And the undersigned begs Lord Palmerston to believe that as Her Majesty's Government has never imposed double postage, to the injury of any nation but the United States, so the Post Office order in question stands in striking contrast with the welcome given to American letters from American packet-boats by other nations of Europe.

"4th. The undersigned further protests against the order in question as inconsistent with the spirit of the convention of 3d of July, 1815, to 'regulate the commerce between the territories

of the United States and of Her Britannic Majesty,' which convention provides that 'no higher or other duties or charges shall be imposed in the ports of any of his Britannic Majesty's territories in Europe on the vessels of the United States than shall be payable in the same ports on British vessels'; and further, that the 'citizens of the United States shall pay no higher or other duties or charges on the importation or exportation of the cargoes of the said vessels than shall be payable on the same articles, when imported or exported in the vessels of the most favored European nations.' * * *

"The undersigned, notwithstanding his former notes to Lord Palmerston on this subject, has failed to obtain redress—*could not witness the continued exaction of double postage on letters conveyed by American steamers without entering his protest.*¹

"Meantime he is ever ready to contribute his efforts towards completing, without delay, with Her Majesty's Government, a postal arrangement which shall place the mail service of the two countries on the footing of perfect reciprocity.

"The undersigned avails himself of this occasion to renew to Viscount Palmerston the assurance of his distinguished consideration.

GEORGE BANCROFT."

U. S. LEGATION, LONDON, Oct., 22, 1847.

SPOILS OF WARFARE.

Efforts have been made recently to ridicule, in essay and argument; the feature of converting commercial steam ships into a Naval fleet, declaring such transformation impracticable.

Such criticisms evidently comes from those whose nautical knowledge is influenced by the limit of their experience, for nothing could be more fallacious.

Consul Sprague pictures our dependent condition in the following report to the Department of State of the recent Egyptian war:

"The war just terminated in Egypt, to an observer at Gibraltar, affords a very striking proof of the extent and great resources of Great Britain in whatever appertains to her steam marine service, as regards the transport of troops and munitions of war to whatever point they are required, and one cannot but admire the infinite number of magnificent and powerful steamers belonging to her merchant service which, for some time past, have been constantly communicating with this port, and which have suddenly been converted into transports for even the reception of cavalry and everything else connected with that branch of service, working so smoothly and satisfactorily as to leave nothing to be desired; besides finding here a handy coaling station, which still

¹ See also the words of this veteran statesman in eulogy upon President Lincoln.

continues to keep up its reputation both as regards moderate prices for steam coal and the expeditious dispatch it affords for the coaling of steamers."

Let us remember, also, the great war indemnity of France.

The national advantages contributed by a Merchant Marine are incalculable, but they may fairly indicated—

- As adding to our defense;
- As establishing political power;
- As facilitating diplomacy;
- As auxiliating our Navy;
- As employing our people;
- As developing our ingenuity.

As a safe guard against home dissension and civil strife—an olive branch between capital and labor; the cementation of local.

Let the patriotic caution of President Tyler be recalled :

"I cannot too strongly urge the policy of authorizing the establishment of a line of steam ships regularly to ply between this country and foreign ports, and upon our own waters for the transportation of the mail. The example of the British Government is well worthy of imitation in this respect. The belief is strongly entertained that the emoluments arising from the transportation of mail matter to foreign countries would operate of itself as an inducement to cause individual enterprise to undertake that branch of the task, and the remuneration of the Government would consist in the addition readily made to our steam navy in case of emergency by the ships so employed. Should this suggestion meet your approval, the propriety of placing such ships under the command of experienced officers of the navy will not escape your observation.¹ The application of steam to the purposes of naval warfare cogently recommends an extensive steam marine as important in estimating the defences of the country. Fortunately this may be attained by us to a great extent without incurring any large amounts of expenditure. Steam vessels to be engaged in the transportation of the mails on our principal water-courses, lakes, and parts of our coast, could also be so constructed as to be efficient as war vessels when needed, and would, of themselves, constitute a formidable force in order to repel attacks from abroad. We cannot be blind to the fact that other nations have already added large numbers of steamships to their naval armaments, and that this new and powerful agent is destined to revolutionize the condition of the world. It becomes the United States, therefore, looking to their security to adopt a similar policy, and the plan suggested will enable them to do so at a small comparative cost.

"WASHINGTON, December 3, 1844.

JOHN TYLER."

¹ See Nautical Education.

PROGRESSION AND RETROGRESSION OF AMERICAN MAIL SHIPS.

Exhibit of "Bounties" or "Subsidies" paid by the United States and Great Britain compared with Percentage of Steam Tonnage and Value of Products.

(FROM OFFICIAL RETURNS.)

Years.	Total amount paid by the U. S.	Am't paid vessels sailing under American flag. ¹	Bounty or subsidy paid to foreign flag by the U. S. ²	Bounty or subsidy paid British ships by British Gov't. ³	American steam. Tonnage. ⁴	Foreign steam. Tonnage. ⁴	Percentage Am. tonnage.	Percentage for'n tonnage.	Value of Total Imports and Exports of the United States.		Percentage Am. tonnage. ⁴	Years.	
									In American ships. ⁴	In Foreign ships. ⁴			
1848	\$100,500	\$100,500		\$3,250,000					\$238,305,163	\$70,725,896	77.4	1848	
1849	235,086	235,086		3,180,000					220,915,275	72,697,984	75.2	1849	
1850	619,924	619,924		5,313,985					239,272,084	90,764,954	72.5	1850	
1851	1,465,818	1,465,818		5,330,000					316,107,232	118,505,711	72.7	1851	
1852	1,655,241	1,655,241		5,510,635					294,735,404	123,219,817	70.5	1852	
1853	1,880,273	1,880,273		5,805,400					346,717,127	152,287,677	69.5	1853	
1854	1,903,286	1,903,286		5,980,559					406,698,539	170,591,875	70.5	1854	
1855	1,936,715	1,936,715		5,741,633					405,485,462	181,139,904	75.6	1855	
1856	1,886,766	1,886,766		5,713,560	224,758	120,655	65	35	482,268,274	159,336,576	75.2	1856	
1857	1,589,153	1,589,153		5,133,485	201,137	282,875	41	59	510,331,027	213,519,796	70.5	1857	
1858	1,211,061	1,177,303	\$83,758	4,679,415	208,401	254,748	45	55	447,191,304	160,066,267	73.7	1858	
1859	1,204,569	1,079,220		125,349	4,740,190	227,083	339,016	40	60	465,741,381	229,816,211	66.9	1859
1860	854,329	707,244		147,085	4,349,760	230,408	391,016	37	63	507,247,757	255,040,693	66.5	1860
1861	806,885	570,952		235,933	4,703,285	212,819	418,778	33	67	381,516,788	208,478,278	65.2	1861
1862	374,618	80,686		293,932	4,105,353	88,565	409,650	17	83	217,695,418	218,015,296	50.0	1862
1863	416,075	79,398		336,677	4,188,275	106,634	540,549	16	84	241,872,471	343,056,081	41.4	1863
1864	440,440	64,356		376,084	4,503,050	153,236	729,730	17	83	184,061,486	485,793,548	27.5	1864
1865	475,428	66,571		408,857	3,981,995	210,027	642,576	26	74	167,402,872	487,010,124	27.7	1865
1866	713,928	245,605		468,324	4,227,018	298,311	1,062,159	21	79	325,711,861	685,226,691	32.3	1866
1867	867,203	411,065		456,138	4,079,966	395,626	1,227,120	24	76	296,998,387	580,022,004	33.9	1867
1868	1,016,146	625,239		390,907	4,047,586	461,920	1,354,718	25	75	297,981,573	550,546,074	35.1	1868
1869	1,101,689	757,963		343,726	5,481,690	417,892	1,572,914	21	79	289,956,772	586,492,012	33.1	1869
1870	1,115,333	791,388		323,945	6,107,761	836,456	1,680,704	33	67	352,069,607	638,927,282	35.6	1870
1871	975,025	799,662		175,463	6,070,741	781,527	1,882,487	29	71	353,664,172	755,822,576	31.8	1871
1872	1,026,891	805,788		221,003	5,693,500	841,916	2,341,358	26	74	345,331,101	839,346,362	29.1	1872
1873	1,044,157	815,400		225,757	5,665,296	870,192	2,871,308	23	77	346,306,597	966,722,651	26.4	1873
1874	988,393	750,295		238,098	5,697,346	1,035,747	3,285,128	24	76	350,451,994	939,206,106	27.2	1874
1875	976,644	740,360		236,283	4,860,000	1,141,734	3,142,723	26	74	314,257,792	884,788,517	26.2	1875
1876	753,610	580,062		173,548	4,420,261	1,100,513	3,819,053	25	75	311,076,171	813,345,987	27.7	1876
1877	448,896	286,834		162,062	3,976,580	1,092,108	3,432,487	24	76	316,660,281	859,920,536	26.9	1877
1878	199,979	40,152		159,827	3,914,990	1,138,114	4,172,467	21	79	313,050,906	876,991,129	26.3	1878
1879	200,026	41,251		158,775	3,768,230	1,118,459	5,362,944	17	83	272,015,692	911,209,232	23.0	1879
1880	199,809	38,779		161,080	3,873,130	1,195,900	6,391,126	15	85	280,005,097	1,309,466,796	17.6	1880
1881	240,067	42,553		197,514	3,601,350	1,240,578	7,487,110	14	86	288,080,603	1,378,556,017	16.0	1881
1882	200,500	40,645		239,855	3,538,835	1,356,790	7,163,237	15	85	242,850,815	1,284,488,861	15.5	1882
Total	\$31,204,463	\$24,911,534		\$6,293,929	163,653,356								
American Bounty to British Ships						6,293,929							
Total British Bounty since 1848						169,947,285							
Total American "Bounty" or "Mail Pay"						24,911,534							
British Subsidy in excess of American since 1848						145,035,751							
Grant asked for in "British Estimates," (p. 677,) for 1882, \$3,552,570.													

¹ From official report by United States Postmaster General, 1883.

² Result of Postmaster General's figures.

³ From British Parliamentary papers and "Finance Accounts," not including "Mail Pay" for letters.

⁴ Official figures, Bureau of Statistics, Treasury Department.

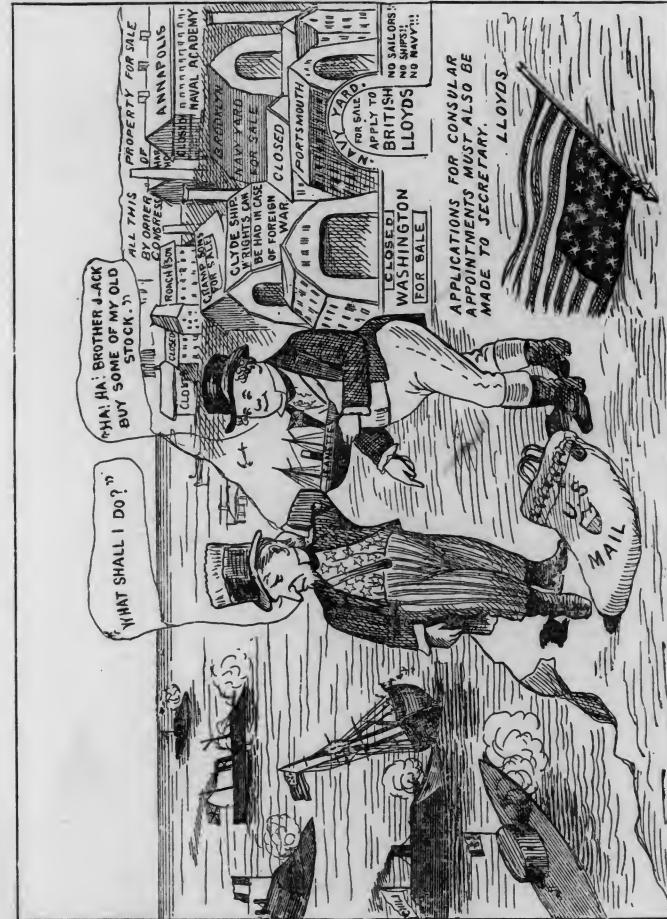
FREE TRADE! FREE SHIPS! FREE BOOTY!

American Navy Yards Closed by Free Congress!

American Ship Yards Closed by the (Free) British Lloyds!

AMERICAN SHORES BESEIGED BY FREE IRON CLADS!

1884.



Foreign Booty and American Ridicule, Distress, and Ruin!
WHEN FALLS OUR NAVY—OUR NATION FALLS!
(179)

STARTLING PROPHECY
OF
MADISON OF VIRGINIA, AND KING OF GEORGIA.
Warning of James Madison.
(May 18, 1790, Annals of Congress, page 1572.)

Mr. Madison spoke of—

"The objections from the Southern States, which are so deeply connected with the British; * * * it is to be lamented that means calculated to promote the general good should militate with any particular interest; a maritime force, in case of war, is the only hope of the Southern States; not that I am in favor of a Navy, but the *eligibility of an increase of those resources which might be converted into such a marine force as would be absolutely necessary in such an emergency, must be obvious to every one.*

"In case of war the Southern States would be the first object of attack."

FORESIGHT OF THOMAS BUTLER KING.

Mr. King said, in 1846:

"Great Britain is thus enabled by confining commercial enterprise with her Naval armaments, to keep afloat a Steam force more than equal to one-half of our ships in commission, and to maintain twenty of these powerful Steamers in constant and active service at a cost of one million dollars annually. By the Cunard and "West India" lines of mail Steamers, Great Britain maintains rapid and certain communication with her colonies on this side of the Atlantic, the United States, Mexico, and her fleets in the Pacific Ocean.

"In the event of war she could readily command this force and concentrate it at any point upon our Atlantic or Gulf coast, and our vast commerce valued at some \$200,000,000 would, without suitable preparation on our part, fall a prey to her arms. It is mortifying to reflect that this force which may become so formidable against us, is in a great degree supported by the intercourse growing out of our own commercial enterprise. While our commercial marine is unrivalled, and our sails whiten every ocean, and our Steam Marine at home superior to that of all other Nations, we have been left in the distance and out manœuvred by our great commercial rival in the employment of steam upon the ocean.

"If it be asked why Great Britain has thus taken the lead of us in Ocean Steam Navigation while we are so greatly superior in domestic steamers and sailing ships? the answer is that she has anticipated us through the extension of her mail system to foreign countries in combination with her naval arrangements, thus rendering it almost impossible for mere private enterprise to enter into competition with her.

"France also has become alive to the importance of this great system, and her Ministers of Finance has been authorized to treat with companies for the establishment of lines of steamers to Brazil, Havana, New York, La Plata, La Guaya, and such ports in the Gulf of Mexico and the Antillas, as may be designated by royal ordinance."

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LLOYDS MONOPOLY.

Throughout this argument there has been made allegation of an existing monopoly operating against American ships in the organization known as the British Lloyds—a combination that strangles American Shipping; a triumvirate of British Ship-builders, Shipowners, and Underwriters—so-called from the fact that their organization began in a "coffee house" of London, kept by one "Lloyd," and who adopted a system of mutual insurance between themselves to arrange for the mutual protection of their *ships* and *cargoes*, or shares thereof, "pooling" gains and losses *pro rata*.

"Only members of Lloyds are allowed the benefits, protection, and information furnished daily by agents appointed for the purpose, and there is scarcely a port of consequence in the world where one is not stationed." "British Consuls are allowed to serve as (these) agents;" also, "for (British) navigation companies."

Not only this, but, as has been shown in preceding pages, Lloyds agents are the officially patronized agents of the British Government. Such agents very generally being the regular Consular Corps of the United Kingdom; as, in fact, paragraph 20 of British Consular Regulations directs that their Consuls act in such capacity.

The enormous magnitude of this monopoly has been frequently pointed out by the writer in works upon American Shipping, and the powerful chain of influence, and its practical working, will be seen on the back of the illustration, (p. 168,) beginning this division of argument, and as United States Consul Morey (there) says it will not be until "invoices contain the clause 'Insurance provided in America' that our ships will be able to pick up some of these freights."

The grand American ship the "City of Peking" was so misrepresented and vilified by British Lloyds Agents in Asiatic ports that her owners were forced at Hong Kong to the expense of docking, etc., when there was nothing found to justify the action but rivalry and prejudice. The writer is personally aware that insurance was then *cabled* from American insurance houses, and the confidence of shippers restored. The blackmailing process, however, did great harm at the time, although she is to-day the peer of any ocean Steamship. *It is this defama-*

tion in rivalry, together with national aid to foreign shipping, that drives freight from American ships. Every new ship is strained by her first hard voyage, and there is not a large ship o'Clyde that has not undergone repairs thereafter. Our Consuls in France write that "French Shipowners have found that the less cost is soon made up by numerous and expensive repairs." (See page 186.)

But not content with this monopoly, the Lloyds are casting out their terrible grapnels of sophistry and cunning to inveigle the credulous, or willing official, or unofficial, victims that may be instrumental in this grand absorption of the shipping of the world.

This fact is so often disputed, so often ridiculed and belittled, that the following bold presumption in official form is submitted to the American people as the "coronation act" in Shipping

Monopoly, and in evidence of British contempt for American foresight, or American spirit:¹

[SEAL OF LLOYDS.]

(Verbatim copy.)

LLOYDS, 14th November 1882.

"SIR: I am instructed by the Committee of Lloyds to inform you that at every port in the United Kingdom and other countries of the world there is stationed a Lloyds Agent. These Lloyds Agents are selected for their respectability and commercial capacity by a committee, consisting not only of members of Lloyds, but also of the representatives of the Marine Insurance Companies of London, as well as of the Shipowners' Association and the Underwriters' Associations of Glasgow and Liverpool.

[If a more gigantic *Credit Mobilié* has ever or could ever exist, it is hard to conceive it possible!]

¹The remarkable bitter spirit displayed by many British journals against all American writers who fearlessly exhibit our true industrial relations with foreign nations and conditions at home, pointing out the "breakers ahead" in such politico-economic questions, is so marked in contrast with the palaver in praise surfeited upon any nonsense or stereotyped fallacy rewritten by pseudo or theoretical American writers or agents, that it should be sufficient to warn the American people of the pitfall in advance.

A striking illustration of the former in *ribaldry paragraphs*, and without truth or logic to mark a purpose, is to be found in the January issue of the British Trade Journal against the writer for his Argument on Tariff in behalf of the Metropolitan Industrial League of New York. There are many exceptions however, and the character of foreign journals is as carefully criticised in America as abroad; therefore it is not surprising of late to miss the *logical discussions* of Mabson from that Trade Journal, since the recent change of system in the adoption of an economical policy in management, editorialism, and, naturally, in pith or truth of argument. What a contrast to the logical reasoning in the discussions of the Fellows of the Statistical Society!

"It is thus believed that the amount of experience and knowledge of the Committee answer that Lloyds Agents so selected are most respectable and capable in every way.

"I am accordingly to suggest to you that, in making the appointment of Consular or Vice-Consular officers at the various ports of Great Britain and Ireland, it might possibly be desirable that, when all other claims are equal, [this is unquestionably excellent,] a preference should be given to a Lloyds Agent; and I am to say that, should you see your way to the adoption of this suggestion, the Committee of Lloyds, in case of any application to them, will be most happy to afford you confidentially (?) the most complete information in their power, with regard to any of their agents respecting whom you might wish to inquire.

"I am, sir, your obedient servant,

"HENRY M. HOZIER, Secretary.

"To CONSUL-GENERAL for the United States,

"_____."

There is nothing mean about this—nothing half-way or half-said. It is fresh, clear, complete, and refreshing, and it is sensible!! The Lloyds (in London) know every night every commercial event of the day in every part of the world, and know full well that our Congress starves our Consuls and taxes the profits of American ships, with a view to their destruction. Why should not they, (the Lloyds) therefore, with impunity, ask outright, officially, that these poor Consular servants be at least relieved from suffering and mortification—to which politics and ignorance led them—and offer to our statesmen as substitutes Lloyds Agents, who could, with better grace and greater gusto, fleece the poor dying American shipowner, or kill him outright?

The Circular is not meant for brazen presumption, assumption, nor, to use an Americanism, "bald cheek," it is the voice and the assurance of Congress that has warranted this most remarkable and unique proposal of the Lloyds to convert itself into the United States Department of State.

It will not, however, be a mere demand for a "Free Ship Plank" in our political platforms, but a demand upon our next President-elect, that a "Lloyds Agent" be made Premier of the United States, to destroy completely American Shipping.

Here is evidence direct. No longer can Congress deny the existence of this quadruple-bodied commercial anaconda, that encoils our ships like the poor Laocoon, and that strangles the very life of our Merchant Marine.

THE FRIEND OF AMERICAN SHIPPING
IN THE PAST,



DE WITT CLINTON.

1810.

(See Canal Shipping, following pages.)

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PROSPECT.

In these pages the truth is laid before you in the "repetition of history" for over two centuries.

It is the same story of—

BURDEN, BOUNTY, AND BOOTY.

Governor Winthrop wrote in his private journal, as early as 1613 :

"The great fear of want of foreign commodities, now our money was gone, and that things were likely to go well with England, set us all to working to provide *shipping of our own*, for which end Mr. Peters, being a man of very public spirit and of singular activity for all occasions, procured some to join for building ships at Salem; and the inhabitants of Boston, stirred by his example, set upon the building of more at Boston.

"This work was hard to accomplish for want of money, &c.; but our shipwrights were content to take such pay as the country could make."

Thus the art of ship-building developed early and rapidly, bringing our country into recognition and power abroad.

Washington pleaded, and led our fathers to battle, to protect the Industry and honor which has been trifled away by delay and indecision.

Jefferson, Randolph, Pickering proclaimed in State papers the exact conditions that enslave us in our Shipping to-day.

Madison, Monroe, and Jackson each repeated and asked you to remember the principles that had been taught by hard-fought and sanguinary struggles.

Tyler, Polk, and Buchanan moved forward to meet our great rivals in industrial contest—when force foiled their booty—by a statesmanlike, hard, practical policy.

The Prestige is ineffaceable! The Decline has been the mistaken policy—the false economy of Congress, which has been, in a great measure, the result of the misrepresentation of the disguised traitor in foreign interests.

The Prospect is clear enough. Make American shipping pay as the wise statesmen of Great Britain make British shipping pay by a Mercantile Marine Board, and American shipbuilders will outstrip the world. Let Congress try!

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Let our statesmen consider the wise suggestion in the following remarks in the United States Senate which illustrate the necessity for careful action of our national legislators :

Mr. MORGAN. Will the honorable Senator of Kentucky allow me to ask him, as a member of the Committee on Appropriations, for an explanation of a part of the bill which came from his committee, and which has not yet been explained.

Mr. BECK. Certainly.

Mr. MORGAN. The bill as reported from the Committee on Appropriations contains this provision :

"Provided, That the Postmaster General is authorized to pay the colonies of New Zealand and New South Wales so much of the cost of the overland transportation of the *British closed mails* to and from Australia as he may deem just, not to exceed one half of the said cost, and the sum of \$40,000 is hereby appropriated for that purpose."

Is not that a subsidy ?

Now the public do not understand that this sum of \$40,000 is the cost of "mail pay" for transporting over land the British mail, (as received per steamship at New York,) to San Francisco. Then why not give this amount to *our Mail Ships* rather than to a foreign government ?

And more particularly is the absurdity of our Statutes shown in the following :

[Cong. Record, Feb. 14, 1881.]

Mr. MORGAN. I wish to ask the Senator from Delaware if the statutes as they now exist do not furnish full and unqualified opportunity to select between foreign owned and foreign built ships, and American owned and American built ships for the transportation of the mails, and whether the \$225,000 appropriated in this bill may not all of it be employed by the Postmaster General at his own option in giving bounties, if he choose to give bounties, to British steamships, or to steamships of any other country in the transportation of the mails ?

Here is exposed the weakness of our Statutes, the interlineation—through the influence of foreign lobbyists—as also in sections 3987 and 4009, denying a clearance to the United States Mail Steamers, explained on page 119. Our Revised Statutes are a mess of—nobody has ever known what. Cannot Congress try again, patriotically, to codify our laws ?

Let our people learn our true Shipping Conditions, past and present.

As early as 1724, shipbuilding had become so important in Massachusetts that sixteen master builders of London petitioned the House of Lords "not to encourage shipbuilding in New England," because workmen were drawn thither.

Such action was repeated when the American "Clipper" became the pride of our country, and the champion ship of the world; such was the cry when the great Collins steamships stimulated the British Government to grant increased subsidy to its

Cunard line; such history has been repeated on every alarm from American shipbuilding enterprise, on every alarm from revival of shipbuilding in every other great country, and as recently as last year Prince Bismarck called the attention of his government officially to the fact that, although Great Britain has paid millions upon millions yearly, *and is still doing so*, (see divisions of this argument under Bounty,) her people complain and cry aloud against other nations imitating the wisdom of British statesmen, and the enterprise of British shipbuilders and ship owners in the following words :

"In respect to this, mention was made in the debates that voices had already been raised in England claiming that these bounties (of France) were considered as a violation of the right of *national treatment due to the English flag*, and that the case would lead to measures of reprisal."

Was there ever anything more unreasonable ? And here is the latest evidence of the wisdom of France in this Act :

"U. S. CONSUL TAYLOR, Marseilles:

"French owners are not entirely satisfied with their experience of English-built ships, and have found out that, if *their first cost is considerably less than in France, the difference is soon made up by the numerous and expensive repairs they require.*

"French ships are now acknowledged to be better finished, and the machinery is built with a more careful view to economy of fuel, which is an important point in this country, (France,) where coal costs about three times as much as in England."

After detailing proof by statistics and facts, Consul Taylor writes :

"Thus we see that the Merchant Marine Law has fairly fulfilled its intended object in promoting the *shipping* interests, and bids fair to prove also a success in promoting the *building* interests.

* * * * *

"There can be no room for doubt that all these new, swift, and beautiful steamers (those of the new French shipyards) must eventually become the most efficient."

U. S. Consul Crain, of Milan, reports officially that the spirit and recognition of the necessity of home ship-building has become positive action in Italy, and adds :

"A deep conviction possesses the Italian mind that a nation to be truly great, commercially and politically, must be strong in ships and steamers; that *its own flag must pioneer its trade*; that a strong mercantile marine is the necessary adjunct of a strong navy, and that both give weight at the council board of nations. The lessons of Tunis and Alexandria will strengthen this conviction."

Thus, Germany, France, Italy, Austria, and all the principal nations of the world, are aroused and acting, while we of the United States are sleeping.

The influence of such unreasonable policy of monopoly by Great Britain of the Shipping of the world has been, however, and is to-day, made manifest in every public council, and seems very apparent in the tenor of the Select Committee's remarkable Questions, herein noted.

In anticipation of the disruption of our Union—identified with England in our commercial relations, by advancements in marketing cotton, and in foreign education of our youth—the South unfortunately sided with the opponents of American Industry, but as open, honest enemies—not in duplicity or pretending the economic; that part of history, however, has gone with the solemn associations of the past and with the holy dead, whose noble souls were immolated on the altar of Southern domesticity, and scarcely enshrouded in pages of history, too hallowed and painful to be repeated.

The new South has no new love, but a new zeal and clearer foresight. With new conditions in industry we have new purposes and new incentives. It is a new page of history that the South purposes hereafter to record—of manufacture at home, of shipbuilding at home, of trade carrying in the vehicles of American genius, and labor created, and under our national insignia transported.

There is nothing mean about the American people—North, South, East, or West—there is nothing they despise like meanness. They are not too mean to pay for that birthright of the American ship, or even battle for that right.

Who is ashamed of ocean mail pay—or of paying for the ocean mail carrying—a principle that has been recommended and urged by every President and patriot! Call it subsidy, or by what term may be preferred, in derision by him who tries to ridicule American Industry; but who becomes thereby himself a shame upon American character by his action in endeavoring to humiliate the condition of American Shipping.

THE PROSPECT.

"Shall Americans Build Ships?"

LAUNCH ON THE DELAWARE.



VOX POPULI,—1884.

"Americans Can and Will Build Ships."



Iron and Steel—the Best in the World.

And give employment to the woodman, forest-owner, miner, mine-owner, laborer, carpenter, blacksmith, fitter, joiner, calker, moulder, painter, sail-maker, rigger, boiler and engine-maker, draftsman, chandler, sailor, engineer, furniture and cutlery dealer, cotton and blanket supplier, table provider, looking-glass maker, crockery and fine decorator, wine dealer, waiter, clerk, and agent.

"Let Carthage be destroyed!" was the cry of Cato before the Roman Senate.
"Let American Shipping be destroyed!" is the motto of agents of foreign shipping before the American Congress.

(189)

THE PALACE STEAMBOAT OF THE WORLD,



THE "PILGRIM,"
OF THE
OLD COLONY LINE.
Built 1883. Length, 384 feet. Breadth, 87 feet.
(See following pages for history of Sound Shipping.)

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PART SECOND.

CONDITIONS

OF OUR

COASTWISE AND INLAND
SHIPPING.

DIVISION OF ARGUMENT.

ATLANTIC AND PACIFIC COAST.

FISHERIES.

CANAL.

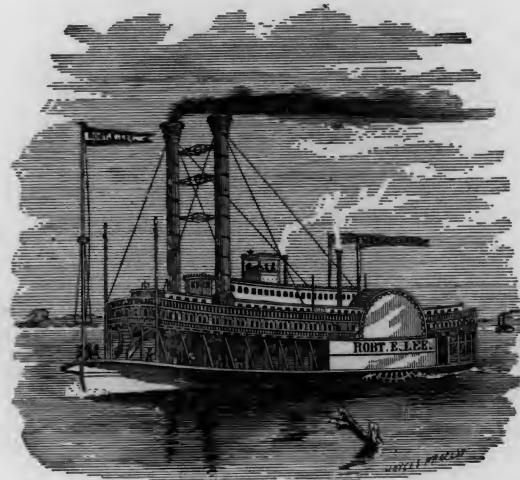
LAKE.

RIVER.

(191)

RIVER SHIPPING.

(HIGH PRESSURE)



"ROBERT E. LEE,"

The Pride of the Mississippi Valley.

(See following pages for full history of river steamboats, etc.)

CONDITIONS

OF OUR

COASTWISE SHIPPING.

"Our Coasting Trade," said Jefferson in his report to Congress February 2, 1801, "is on a safe footing." Such condition is the "repeated history" of to-day, due solely to the wise Navigation laws of our forefathers¹ of 1789. To consider these conditions properly, we must look at the extent thereof, which, distinctly stated, is as follows:

	Miles.
Length of the Atlantic coast from the mouth of the St. Croix to the St. Mary's River.....	1,450
Length of the Atlantic coast from St. Mary's River to Cape of Florida.....	450
Length of Gulf coast from Cape of Florida to the mouth of the Sabine River.....	1,200
Length of Gulf coast acquired by annexation of Texas, from the Sabine to the Rio Grande.....	400
Length of Pacific coast—in California, 970; in Oregon, 600; Straits of Juan de Fuca, 150....	1,620
Total.....	5,120
To which, if we add our Lake coast.....	1,500
We have a total Coasting Trade of.....	6,620

There is nothing, probably, so much envied by the principal nations of the world, especially by Great Britain; nothing that has been so successfully preserved strictly domestic, and thus protected from the monopoly of the subsidized power of the Exchequer of the latter country—that has bought out our carrying trade to foreign countries, and reduced us to dependence and shame—there is nothing so coveted, nothing that has so chagrined our industrial rivals, nothing more perplexing as a commercial problem to solve, than "how to grasp from us our Coastwise Trade."

For the continuation of this and Parts 3 and 4, see completed volume, explained on following page (194.)

¹ See pages 28-25 for full discussion of these facts.

This work, complete, is of 500 octavo pages, and will be handsomely bound and fully illustrated. It is purely a labor *con amore*, from a knowledge of the great importance of this economic—paramount to all others—of our country so little understood, and so generally misunderstood.

The following pages of this history embrace :

PART 2.

Our Coastwise Conditions, continued—

A full history of our
Atlantic and Pacific Coastwise Shipping.
Fishery Shipping.
Canal Shipping.
Lake and
River Shipping.

PART 3.

Our Commercial Treaties—

A full review of these conditions and record of Treaties of the United States, also of Great Britain.
Consular Conditions Compared—a parallel comparison of these Fees, of the five principal nations.

PART 4.

Policies of Foreign Nations in Merchant Shipping.

Admeasurement Laws Compared.
Shipping Fees Compared.
Nautical Education Compared.
Mail Bounties of the World Compared.

ORDERS upon Appleton & Co.,
The American News Co., or
The Union News Co.,
for this work can be left with Book-dealers in any city in the United States.

History OF American Shipping.

A

BOOK FOR THE PEOPLE!

NORTH, SOUTH, EAST, WEST.

By CHAS. S. HILL.

No Politico-Economic subject is of greater importance to the people of this country than that of

MERCHANT SHIPPING.

THIS BOOK SHOULD COMMMAND THE ATTENTION OF ALL.

No subject is so little understood, or so much misunderstood. It is here set forth in a complete, clear, and concise manner, with much interest to every class of readers. The author has adopted the popular and powerful medium of illustration to gain through the eye, the mind of the masses who are generally indifferent to the study and consideration of

STATISTICAL WORKS.

It is the Book of all Books to be read To-Day.

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BENNETT FAIENCE,

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ALSO

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Free of Cost to Purchaser.

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MANUFACTURERS OF FINE

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Dinner, Breakfast and
Pickle Castors.

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Forks, Etc.

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AND
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BOWLS.
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in every respect.

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THE SUBLIME HARMONIES.

In these we get the sweetest, fullest and best quality of tone that can be produced in a musical box. The Latest improvement just patented by us—

THE INTERCHANGEABLE CYLINDER MUSIC BOX,

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*Manufacturers and Importers,
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EFFERVESCENT



SELTZER APERIENT.

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SALINE APERIENT.

It may be used with the best effect in

Bilious and Febrile Diseases, Costiveness, Sick Headache, Nausea, Loss of Appetite, Indigestion, Acidity of the Stomach, Torpidity of the Liver, Gout, Rheumatic Affections,

AND ALL COMPLAINTS WHERE

A Gentle and Cooling APERIENT or PURGATIVE is Required.

It is particularly adapted to the wants of Travellers by Sea and Land, Residents in Hot Climates, Persons of Sedentary Habits, Invalids and Convalescents. Captains of Vessels and Planters will find it a valuable addition to their Medicine Chests.

It is in the form of a Powder, carefully put up in bottles to keep in any climate, and merely requires water poured upon it to produce a delightful Effervescent Beverage.

Numerous testimonials from professional and other gentlemen of the highest standing throughout the country, and its steadily increasing popularity for a series of years, strongly guarantee its efficiency and valuable character, and commend it to the favorable notice of an intelligent public.

Manufactured only by the Sole Proprietors,



TARRANT & CO.,

278 GREENWICH ST.,
Cor. of Warren St.,
NEW YORK.



AND FOR SALE BY DRUGGISTS GENERALLY.

THE NEW YORK LIFE INSURANCE CO.,

346 & 348 BROADWAY, NEW YORK.

AN OLD COMPANY.

Organized 1845. Purely Mutual.
(NO STOCKHOLDERS.)
Dividends Annually.

A LARGE COMPANY.

Policies issued, - - - over 132,000
Insurance in force, - - - \$128,000,000

A STRONG COMPANY.

Accumulated Assets, - over \$37,000,000.00
Yearly Income, - - over \$7,500,000 cash
SURPLUS, - - - over \$6,000,000

BY NEW YORK STATE STANDARD.



The Company's Building and Home Office, 346 & 348, Broadway, N. Y.

A PROGRESSIVE COMPANY.

The Thirty-third Annual Report, 1878, shows an increase of Assets; an increase of Surplus; an increase in number of Policies in force and amount insured, over previous years.

THE NEW YORK LIFE INSURANCE COMPANY completed the thirty-third year of its existence, January 1, 1878. At that time its history was in brief and in round numbers as follows:

The acceptance of **One Hundred and Thirty-two Thousand Members** (so distributed over the healthful sections of the WORLD, that the most favorable average results of mortality are obtained); the receipt of **Seventy-four Million Dollars in Premiums**; the payment of nearly **Eighteen Million Dollars in Policy-claims** to the representatives of the insured, and upward of **Twenty-five Million Dollars** in returned premiums and **Dividends**. During this period the **Assets** have augmented constantly, and offer **absolute security** in the sum of **Thirty-five Million Dollars**, safely invested and increasing. The present condition of the Company, and the magnitude of its business annually, are shown in detail by the Annual Report.

 ATTENTION is invited to the significant fact that, at several periods in the history of this Company, its **INTEREST** earnings alone have been sufficient to pay the **DEATH-CLAIMS** maturing under its policies.

EXAMPLE.

Death-Claims paid, 1875.....	\$1,524,815	Income from Interest, 1875.....	\$1,870,038
Death-Claims paid, 1876.....	1,547,648	Income from Interest, 1876.....	1,906,950
Death-Claims paid, 1877.....	1,638,128	Income from Interest, 1877.....	1,867,457

Such excellence can be attained only by the greatest care in selection of risks and most judicious investment of funds.

49- The advantages offered by this Company to those desiring Life Insurance are unsurpassed by any other Institution of the kind. The great experience of its officers and managers renders it one of the strongest, most prosperous, and most trustworthy companies in the world.

Having always been a purely mutual Company, policy-holders receive their insurance at cost, and being ably and economically managed, that cost is low. The Company is conducted in the interest of policy-holders alone. In the decision of questions involving their rights the invariable rule is to consider not alone the technical legality of a claim, but its real justice.

The non-forfeiture system of policies originated with this Company, in 1860, and has since been adopted—though sometimes in questionable forms—by all other companies. This feature saves millions of dollars every year to policy-holders in this country, and for this they are indebted to the NEW YORK LIFE. The system as now perfected by the NEW YORK LIFE, secures safety to the Company (without which all interests are jeopardized,) and JUSTICE to the insured. Every desirable form of policy issued, on practical plans and favorable terms.

MORRIS FRANKLIN, President. WM. H. BEERS, Vice-President and Actuary.

OUR MERCHANT MARINE



THE LOST TO SIGHT, TO MEMORY DEAR

**END OF
TITLE**